

COACH AND BUS

The PSV Industry's News Weekly

WEEK

ISSUE 75 JULY 24 1993



WHEN IS A COACH NOT A COACH?

EC acknowledges dual-purpose class in proposed directive.....Page 5

GILBERT KINCH DOES U-TURN

Pleas from corporate customers force change of heart.....Page 14



FROM CHARABANCOS TO THE PRESENT

Secrets of Clovelly's tourism success through the decades.....Page 30

INSIDE

P3.....	COMMENT
P7.....	COVER STORY
P4-14.....	NEWS
P16.....	MARKSMAN
P18.....	DIARY
P20.....	LETTERS
P22&23.....	LICENCE REVIEW BOARD
P25.....	TAX AVOIDANCE
P27-32.....	TOURISM
P33.....	BACKUP
P34&35.....	LICENSING & LEGAL
P36-46.....	CLASSIFIED ADS
P47.....	PEOPLE

An Emap business publication

BRITISH BUS BUYS AGAIN

Liverline takeover boosts North Western

VANHOOL

MOSELEY DISTRIBUTORS
COATBRIDGE
0236 440559

HUGHES - DAF
CLECKHEATON
0274 681144

MOSELEY PCV
DONCASTER
0302 330600

SHEARINGS
WIGAN
0942 272270

SCANIA COACH
WORKSOP
0909 500822

**CARLYLE
PARTS**

VAN HOOL UK
WELLINGBOROUGH
0933 440221

MOSELEY IN THE SOUTH
TAUNTON
0823 324926

HUSK UK
DOVER
0304 831222

BROKEN GLASS NEED NOT BE A SHATTERING EXPERIENCE!

For fast, efficient supply and
fitting of Van Hool Glass contact
THE SPECIALISTS

**CARLYLE
PARTS**

Main UK distributor

1 ALPHA PARK, DARTMOUTH ROAD, WEST BROMWICH, WARLEY, WEST MIDLANDS B66 1BZ.

Tel: 021 555 5055
Fax: 021 555 6222

1984 VOLVO B10M VAN HOOL ALIZEE-H 12M, 50 recliners, brown/beige moquette, osr continental door, coolbox, Webasto heating, curtains, courier seat, on-board coach wash facility, finished metallic silver/black.
M.O.T. APRIL 1994

1987 DAF DKVL CAETANO ALGARVE 12M, 49 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed side windows, courier seat, TELMA retarder, power entrance door, finished white/blue.
M.O.T. JULY 1994

1990 (September) DENNIS JAVELIN DUPLÉ 320 11M, 55 seats, grey/yellow/orange moquette, power operated entrance door, air suspension, finished white.
M.O.T. JUNE 1994

1982 VOLVO B10M JONCKHEERE BERMUDA 12M, 49 recliners, grey/red moquette, rear sunken toilet, continental door, wiring TV/video, TELMA retarder, white/red/blue.
M.O.T. FEBRUARY 1994

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear), centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.
M.O.T. MARCH 1994

1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M, 49 recliners, brown/beige/red moquette, rear floor mounted toilet, continental door, driver's berth, water boiler, finished all white.
M.O.T. JULY 1994

1988 BEDFORD YNV PLAXTON PARAMOUNT 3200, 53/55 seats, brown moquette, courier seat, power entrance door, cream/red.
M.O.T. JANUARY 1994

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51 seats (46 reclining + 5-way fixed at rear), grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, water boiler, wired TV/video, finished all white.
M.O.T. DECEMBER 1993

1988 (November) BOVA FUTURA FHD 12.290 INTEGRAL 12M, 49 str, red moquette (44 recliners + 5-way fixed at rear) centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, white/orange/yellow.
M.O.T. NOVEMBER 1993

1983 VOLVO B10M JONCKHEERE JUBILEE P90 TWIN DECK, 58 seats (49 upper saloon + 9 lower saloon), beige/orange moquette, toilet, water boiler, wired colour monitors/video, white.
M.O.T. APRIL 1994

1981 (October) BEDFORD YMQ DUPLÉ DOMINANT IV, 45 seats, beige/brown moquette, finished white/blue.
M.O.T. OCTOBER 1993

1991 TOYOTA CAETANO OPTIMO II, 21 seats, grey/red moquette, radio/cassette equipment, white.
M.O.T. JANUARY 1994

1990 (September) DENNIS JAVELIN DUPLÉ 320 11M, 55 seats, grey/yellow/orange moquette, power operated entrance door, air suspension, white.
M.O.T. JUNE 1994

1987 (August) IVECO DAILY WHITTAKER, 14 high-backed coach seats, red/grey moquette, white/crimson.
M.O.T. MAY 1994

1982 (November) FORD R1115 PLAXTON PARAMOUNT 3200, 49 recliners, Autumn stripe moquette with full soft trim interior, power operated entrance door, white/black/red.
M.O.T. JULY 1994

1985 (October) DAF SB2300 LAG GALAXY 12M, 53 recliners, grey/red/orange moquette, continental door, Webasto heating, drinks machine, power plug-type entrance door, white/yellow/green.
M.O.T. SEPTEMBER 1993

Associated Companies:

MOSELEY DISTRIBUTORS LTD.,
Blair Road, COATBRIDGE, Lanarks ML5 9XX
Tel: Sales (0236) 422445 Service (0236) 440559
Telefax: (0236) 422708

MOSELEY IN THE SOUTH LTD.,
Cornishway Industrial Estate, Wellington Road,
TAUNTON, Somerset TA1 5NA
Tel: (0823) 324926 Telefax: (0823) 324927

TRADE DESCRIPTIONS ACT

In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

MOSELEY (PCV) LTD ASKERN ROAD,
CARCROFT, DONCASTER DN6 8DE. Tel: (0302) 330600
Fax: (0302) 330606

MOSELEY

COACH AND BUS

The PSV Industry's News Weekly

WEEK

ISSUE 75 JULY 24 1993

WHY make a big entry into a market when it is struggling?

It's a question worth asking of the Airtours plans to launch the biggest coach shuttle operation since the demise of ILG. Shuttle operators have suffered mixed fortunes over the past three years and the expensive French market is taking its toll.

However, it is a market dominated by two large players selling through travel agents. Doubtless Airtours will use its Pickfords subsidiary to ensure that between them the 'big three' mop up the business. This is not necessarily good news for either the smaller shuttle operators or those operating on contract. They are unlikely to experience a bonanza next year - or the year after.

Airtours may be going for a gap in the market and its commitment to transport can be at minimum risk with operators providing the necessary flexibility. It makes sense for it to go ahead because

'While there is money to be made from shuttle work, it must be done at the right price with vehicles of the right quality. Otherwise operators just become pawns in another player's game. One good aspect is the big shortage of deckers so there's the possibility demand will exceed supply'

of the benefits of economies of scale from its large stock of campsite equipment with customers sourced from either coach or air.

While there is money to be made from shuttle work, it must be done at the right price with vehicles of the right quality. Otherwise operators just become pawns in another player's game. One good aspect is the big shortage of deckers so there's the possibility demand will exceed supply.

Yet there is another route to better returns.

There was considerable regret when the ILG collapse in 1991 brought an end to Coach Europe's ambitions.

Coach Europe represented a bold attempt to lift the image of shuttle operations with an airline-type service. It brought with it smart vehicles, smart crew and a big drive to raise quality. It promised much for the mutual benefit of the whole industry. Nobody picked up the mantle when it went so let's hope Airtours can capitalise on the opportunity.

However, a shuttle business which relies on a mix and match of operators will be very difficult to monitor unless there is recognition that quality costs money.

Coach and Bus Week is published by Emap Response, part of Emap Business Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
Telephone 0733 63100
Classified Advertising 0733 898111
Fax 0733 62656
Telex 32157.

ISSN 0953-8240

Editor

Mike Morgan

News and technical editor

Richard Simpson

Production editor

Frank Forster

Northern news editor

Andrew Jarosz

Designer

Tina Golden

Editorial secretary

Sarah Smith

Group sales manager

Chrissie Hester

Assistant sales managers

Hugh Cairns, Paul Murtagh

Senior telesales canvasser

Sally Hepburn

Classified telesales executives

Melanie Mayo, Holly Smith

Display sales

Mike Moore, Louise Harrison

Group production manager

Nicky Curd

Production assistant

Kay Jeffries

Subscription sales

Lorrie Finley

Tel - 0733 63100

Subscription inquiries

EMAP Update Customer Services

Tel - 081 868 7618

081 866 9050

Publisher

Mark Barton

Publishing director

Ian Griffin

Coach and Bus Week is available only by pre-paid subscription.

Domestic subscription rate is £45 per year; Europe £85 and worldwide air mail £115. All rates include postage.

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

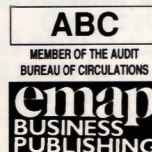
The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy

Typesetting and origination:

Meridian Media Services Ltd, Orton Southgate, Peterborough.

Printing: William Gibbons & Son.

© Emap Response 1993



COACH AND BUS WEEK ENDING 24 JULY 1993

■ **East Yorkshire introduced** a new six-journey ticket for £2 on selected services in Hull this week, as it steps up the competitive pressure on rivals KHCT. With return tickets currently available from both operators at £1, the "Magic Card" offers a further reduction on already discounted fares. Page 6

■ **British Bus subsidiary** North Western Road Car has taken over local rival, Liverline Travel Services, which is to become a subsidiary of the North Western group. Liverline operates 51 buses in the Crosby, Bootle and south Liverpool areas, and the addition of these will increase the North Western group fleet to 430, with a total staff of almost 900. Page 7

■ **Employee-owned Chesterfield Transport** completed the takeover of Derbyshire independent operator E T White & Sons of Calver this week - in a complex arrangement which will see the White's business continue as White's World Wide Travel under the management of John White one of the present partners. Page 8

■ **Transport Research Laboratory** research into different types of speed hump is now forming the basis of Department of Transport advice to highway authorities throughout the country. The TRL maintains that "The most effective measures at reducing traffic speeds usually involve some form of vertical deflection." Page 10

■ **A Manchester operator** has been banned from operating and registering local bus services after its withdrawal of two daily half-hour services. Dennis McCarthy, of Pine Coaches, Stalybridge, told a DoT inquiry that interference from competing firms and inaction from the PTE had prevented him from operating a safe service. Page 11

■ **The second-largest bus advertising company** in the UK has been formed by the merger of The Bus Advertising Business and Metro-Transad. This follows a successful joint marketing link-up between the two companies. Page 11

■ **Loughborough independent Kinch Coaches** has had to scrap plans to pull out of coaching after the company's regular customers insisted that the coaches be available for the next few years. Proprietor Gilbert Kinch had intended to concentrate on bus work. Page 14

COACH AND BUS EVENTS

- August 17-19: RDA Workshop - coach tourism fair, Cologne, tel 01049 221 120 448
- September 13 to 17: PTRC European Transport Highways and Planning 21st Annual Summer Meeting, University of Manchester Institute of Science and Technology. Zofia Duszynska, tel 081 741 1516, fax 081 741 5993
- September 13 to 17: 26th International Symposium on Automotive Technology and Automation Conference, Aachen, Germany. ISATA, tel 081 681 3069
- September 14: Coaching For Pleasure Day, Black Country Museum, Dudley. Promotional places for CTC or BCC members. Contact Derrick Alsop on 0723 501950
- September 26: SHOWBUS, Imperial War Museum, Duxford. Trade inquiries ONLY to Charles Nicholson, Showbus, The Apothecaries Lodges, off Collinswood Road, Farnham Common, Bucks
- October 7-10: Coach & Bus '93, Hall 5, National Exhibition Centre, Birmingham. Philip Carlisle, BCC, tel 071 831 7546, fax 071 242 0053
- October 15-20: European Coach and Bus Fair, Kortrijk, Belgium, tel 010 32 51 22 60 60
- November 16 to 19: Autotech 93, National Exhibition Centre Birmingham. Julie Brown/Corinne Paine, IMechE, tel 071 973 1316

■ COACH

Airtours starting major shuttle ops

By Mike Morgan

ONE of the UK's largest coach shuttle operations is to come on stream next season when air holiday specialist, Airtours, starts services to Italy, Spain and Southern France.

Based on the model of the former ILG's Coach Europe operations, the Air-

tours plan is for up to 50 coach departures per week using mainly single-deck vehicles contracted in from operators across the regions. The plan marks the most significant boost to shuttle services since the demise of ILG in March 1991.

Travel consultant and former Coach Europe operations director David Fenton is planning the new Airtours programme. The first coaches will depart from mid-May with services stretching through to mid-September. But as yet no decision has been made on branding.

Airtours'

successful self-drive motor-ing and camping arm EuroSites is behind the new service as a way of improving utilisation of the company's capacity which includes camping, self-catering and hotels. Its directors are already talking to coach operators about potential contracts.

Mr Fenton says the Airtours network will be bigger than any current operation to the sunspots of Europe. Package holiday customers for the express shuttles will be destined for EuroSites' holiday campsites and apartments.

Airtours is expected to sell through its own travel agency, Pickfords, in much the same way as market leaders Cosmos and SeaSun sell through Lunn Poly.

Airtours is unlikely to take the number one spot with new business alone. An industry source told *Coach and Bus Week* that the shuttle market is estimated to be worth 125,000 passengers in 1993. Its potential is thought to be no more than 200,000 with 150,000 being the most likely total in 1994.



Coach Europe model may be followed

■ COACH AND BUS

TV star launches Merseytravel's hi-tech service and info package

MERSEYTRAVEL'S pioneering high-tech bus service and real time information package was launched by TV technology presenter Judith Hann this week.

Codenamed SMART, the pioneering project has received a £1.5 million Euro cash grant under the EC's Thermie programme and it is due to come on stream in February next year.

The three month trial stage will assess the information displays and the revolutionary low-floor bus introduced last week (Coach and Bus Week July 17, 1993).

Extensive market research will back this up with passengers questioned on the popularity and viability

of SMART.

Route 224 - the first service to feature the SMART bus - links Liverpool city

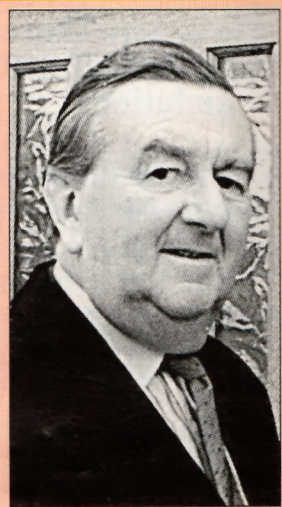
centre with technology and business parks, plus the city's universities and Albert Dock.

■ COACH AND BUS

Pugh has operation

JOHN Mervyn Pugh, West Midlands and South Wales Traffic Commissioner is currently recuperating following a hip operation at Portsmouth Hospital.

He is likely to be off work for six months owing to the hip fracture and is due to be transferred to a hospital nearer to his home in Worcester.





COACH AND BUS

KHCT staff say yes to buyout

By Andrew Jarosz

OVER 80 per cent of staff at Kingston Upon Hull City Transport have voted in favour of a buyout of their firm in a partnership arrangement with another UK employee-owned bus operator.

A secret ballot of the company's workforce produced a majority of 285 voting in favour of a partnership purchase, with 11 preferring the workforce to go for the purchase alone, and 51 voting to do nothing and wait for the company to be sold in the open market sale.

Operations director and secretary of the buyout committee Roy Mitchell said the committee had recommended the chosen option as being the best for the future of the company.

"We now have to wait for the production of formal tender documents and then select our potential partners," he said.

Mr Mitchell confirmed that the committee had already had "useful" pre-

liminary talks with a number of companies. "There are over 20 companies in the country with employee participation and quite a few are interested," he added.

Hull City Council, the sole shareholder, is committed to completing the sale by the end of the year (*Coach and Bus Week*, June 12). The council is consulting the DoT over the manner of the sale and will appoint advisers in the near future.

● EYMS ups the pace in fares war: Page 6.

COACH

Thorpe Park in special promo

THORPE Park, the Surrey-based coach attraction, will give away mountain bikes and cycle helmets next month as part of a special promotion with Britvic Soft Drinks 7UP.

The promotion will be fronted by 7UP's Fido Dido character. Every customer who buys a 7UP, Pepsi, or Tango drink during an August visit will receive a competition sticker to enter a cycle polo spot-the-ball contest. The prizes are 70 exclusive 7UP mountain bikes and 700 7UP cycle helmets. At least two bikes and 20 children's helmets will be given away daily.

It is the first promotion with Britvic/Pepsi since they acquired a major share in Thorpe Park last January.

Alan Randall, head of marketing for Thorpe Park, said: "The promotion fits in

very well into our summer programme and is expected to have a major impact on sales through the participating franchise outlets."

Thorpe Park stays open an extra hour from July 24 until September 6 when its opening times extend from 10am to 6pm. A family SuperSaver ticket costs £28 with free entry for children under one metre.

Contrary to an error in last week's *Coach and Bus Week* the group pre-paid rate does not represent a saving of £84.95 for children. The usual gate prices are: £9.95 for adults; £8.95 for children under 14; and £7 for OAP/handicapped. Pay at least 14 days in advance for groups of 12 or more and prices are reduced to: £6 for adults; £4 for under 14s, senior citizens and the handicapped.

BUS

Shlackman appointed Leicester CityBus md

DAVID Shlackman, who was managing director of South-end Transport until its sale to British Bus, has been appointed md of Leicester CityBus.

Mr Shlackman takes over from md and chairman Geoffrey Hilditch, who left

the company after Leicester City Council decided that Mr Hilditch's status as a bidder for the company conflicted with his role as chairman.

The chairman's post has already been filled by former vice chairman Peter

Connolly (*Coach and Bus Week*, July 10).

Mr Shlackman said he had been appointed managing director to see the sale of LCB through and that his role would continue until the company was sold.

■ Letters: Page 20.

COACH AND BUS

Draft EC transport directive may be law by next year

A DRAFT transport directive aimed at standardising bus and coach legislation throughout the European Community could become law by next year.

Brussels is currently studying a report it commissioned earlier this year which will lay down basic safety requirements, define coaches and buses and improve access for the disabled.

The proposals contain new height requirements on emergency exits, lapbelts on all seats in minibuses and smaller coaches, new assessments on weight and luggage space and even look at equipment such as ticket machines, which will

require tapered corners.

Mega decker buses will require two staircases if there are more than 50 seats and vertical dimensions of upper decks are to be restricted to 170 cm (172 cm currently permissible in the UK).

Special attention is paid to access for the disabled after pressure from Euro MPs and pressure groups, who are optimistic that this draft will meet widespread European approval.

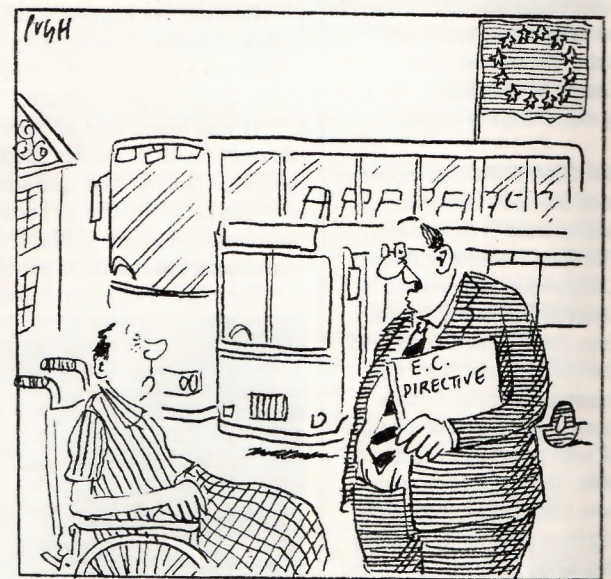
If the proposals become law, coaches and buses catering for the disabled will be required to have low floors, ramps and priority seats near to the entrance

with handrails and 50 per cent more space between seats. Wheelchair restraints will not be required on buses, but are specified for coaches and dual-purpose vehicles.

The draft also intends to give definitions to coaches and buses, with coaches becoming exclusively seated and buses are specified as having seats and standing space, designed for frequent passenger use.

The directive was drafted in response to the internal market directorate's own report made last year and some new features for improvements.

Although the present



"IT'S QUITE SIMPLE, YOU SEE: COACHES HAVE WHEELCHAIR RESTRAINTS AND ARE DIFFICULT TO GET INTO, WHILE BUSES ARE EASIER TO GET INTO BUT HAVE NO WHEELCHAIR RESTRAINTS"

Belgian presidency will not include it in its programme it is expected to be ready

next year when France and Greece chair the six-month rotational commission. **CBW**

■ **RURAL** transport has come to the doorstep in Shropshire, with the introduction of a voluntarily run dial-a-ride bus service. The service operates between 9.00am and 5.00pm and will pick up people from their doorstep and take them anywhere in the Oswestry district. The bus has low steps, wheelchair space and a passenger lift to accommodate elderly and disabled passengers, who are unable to use conventional transport. The project is run by the Oswestry Community Transport Initiative with grant assistance from Shropshire County Council.

■ **MERSEYTRAVEL** is returning to its equal opportunities policy and will advertise forthcoming vacancies both internally and externally. Suspension of external advertising started last November to encourage the redeployment of a number of supernumerary staff, particularly from the ferries. Of the 20 posts advertised since the ban, four had to be advertised externally for a second time, and there was little evidence of surplus internal staff applying for the vacancies.

■ **A PARTY** of American tourists were safely evacuated before a coach caught fire on the M4, last week. The 30 passengers were safely evacuated following a tyre blowout on the 49 seater. The driver retrieved all the luggage before flames engulfed the vehicle. A relief coach was quickly provided to take the passengers to Bath. The owners Silcox Motor Coach Co, of Dyfed are currently examining the vehicle.

■ **A COMPETITION** to promote rural transport initiatives has been started in Oxfordshire. The Rural Transport Initiatives Competition is sponsored by Oxfordshire County Council, Esso, Kraft General Foods and the Rural Development Commission, the competition is open to any group or individual, with prizes up to £500 available. The aim is to promote new transport projects, ranging from community buses to dial-a-ride services. For further contact Irene Reveco on 0865 883488

■ **KINGSTON** Upon Hull City Transport has sold five Dennis Dominators to Isle of Man Transport. The 1985 75 seaters are the first Dominators on the island.

■ BUS

EYMS launches new ticket

By Andrew Jarosz

EAST Yorkshire introduced a new six-journey ticket for £2 on selected services in Hull this week, as it stepped up the competitive pressure on rivals KHCT.

With return tickets currently available from both operators at £1, the "Magic Card" offers a further reduction on already discounted fares.

EYMS Group joint managing director Godfrey Burley said the ticket utilised the new Wayfarer 3 ticket machines which had been introduced on buses based at the new Hedon Road garage.

"We have spare capacity on our services and I hope the initiative will gen-

erate some more passengers," he said.

The magnetic ticket is validated by the Wayfarer card-reading machinery similar to the system introduced

by Mainline in Sheffield (*Coach and Bus Week*, May 15). Publicity encourages passengers to pop the card in "the slot" which records boarding details.

Tickets are available from drivers and the EYMS travel centre and cost only

EYMS has cut fares in battle with KHCT

£1 to pensioners with concessionary passes. They are valid for three months and are transferable between passengers. As an introductory offer, the tickets were on sale for £1 on Monday and Tuesday.

As only the 50 vehicles

at Hedon Road are fitted with Wayfarer 3, the tickets are only valid on eight services covering east Hull.

Services to Bransholme and Greatfield are covered but the company does not rule out an expansion of the scheme in due course.



■ BUS

Shoppers need better facilities

OPERATORS and manufacturers have been urged to improve conditions for passengers carrying luggage, by the Welsh Consumer Council following an extensive report.

Bearing the Burden studies all forms of public transport throughout Wales and the problems encountered by passengers who carry shopping and baggage.

It was found that 52 percent used local services for their weekly shopping and faced problems storing bags and shopping trolleys, particularly in the growing number of minibuses, making public transport a more unrealistic alternative to private motoring.

Researchers at bus depots and stations

found that mothers with children and elderly people faced difficulty with steps and stairs, luggage storage and lack of facilities such as trolleys, escalators and porter staff.

Miss Beata Brookes, Chairman of the Welsh Development Council said: "It is a very poor public transport system that denies access mothers and fathers with young children. If people are encouraged to use public transport more often, more attention has to be given to what people need and why they travel on trains and buses."

The council argues that solutions should be found in the wider context of government transport planning, urging local authorities to give investment a higher priority.

The report added that employers in city and town centres should press operators and local authorities to provide a flexible and responsive service on behalf of their customers and employees.

The success of the Disabled Persons Transport Advisory Committee in highlighting the needs of the disabled on buses, was sighted as an example of what can be done to pressure authorities and manufacturers to improve interior designs for customers who wish to carry luggage.



Elderly people face difficulties on public transport

■ BUS

Moorhouse joins KHCT

KINGSTON Upon Hull City Transport has appointed Eric Moorhouse to head the company towards privatisation as part-time managing director.

Mr Moorhouse joined the public transport industry in 1967 when he was seconded from ICI to Leeds City Transport to lead a pay and productivity study. He stayed and became industrial relations officer at LCT until the undertaking was absorbed by the West Yorkshire Passenger Transport Executive in 1974.

At WYPTE he was controller of personnel, with board responsibilities, and became the general secretary of the Federation of Public Passenger Transport Employers in 1980, until the disbandment of the Federation in 1986.

Mr Moorhouse holds an MA in industrial relations and is a member of the Chartered Institute of Transport.

CBW

COACH AND BUS

Liverline to British Bus

By Richard Simpson

BRITISH Bus subsidiary North Western Road Car has taken over local rival, Liverline Travel Services, which is to become a subsidiary of the North Western group.

Liverline operates 51 buses in the Crosby, Bootle and south Liverpool areas, and the addition of these will increase the North Western group fleet to 430, with a total staff of almost 900.

Also included in the deal is the lease of Liverline's depot in Hawthorne Road, Bootle.

Liverline will retain a separate identity, and its management team of John Hale and Steve Donahue will remain in place and co-ordinate their activities with

those of North Western's Bootle depot.

North Western's managing director, Bob Gregory, said: "This acquisition gives us a further opportunity to strengthen and develop bus services in Merseyside, which will in turn, provide greater job security to the employees of both companies."

Mr Gregory said that North Western's last set of accounts showed its best results since its formation in 1986 in spite of unabated competition on routes within Merseyside and Greater Manchester.

He said that the company was continuing to trade very successfully and was continually including business volumes in all areas including local bus services,



Liverline is now a North western subsidiary

private hire and excursions as well as gaining some very successful contract tenders from local authorities.

The deal marks another success for British Bus, which, since it was formed from the former Drawlane Transport late last year, has acquired coach operators

Bruce and Express Travel, and former municipal Southend Transport.

It also highlights a continuing trend of consolidation on Merseyside. Last spring, employee-owned Merseybus took over Fareway Passenger Service of Kirkby.

BUS

Limited form of regulation proposed

LIMITING service alterations to four dates, at most, per year is one of the key proposals from Merseytravel (Merseyside PTE) in a detailed response to the Department of Transport's review of deregulation legislation.

The executive pushes for greater regulation and control of operator's performance and service delivery, through a host of proposals introducing a limited form of regulation in support of greater network stability.

Merseytravel points to almost daily changes in the service network (1,008 in 1989/90) and criticises individual operators for lack of information and du-

bious quality of service delivery.

It proposes that local authorities (or PTEs) should be duty bound to provide comprehensive systemwide information and suggests that they could also act as agents of the Traffic Commissioner for the processing of registration data.

It believes that four fixed dates for service changes would bring more stability (albeit with a degree of flexibility on new services to unserved areas) and proposes ways of discouraging frivolous registrations.

It suggests that the highway authority, police and PTEs should be allowed to examine all proposed registra-

tions for suitability, safety and congestion, before authorising them.

Merseytravel insists that operators should be duty bound to join any local authority administered ticket scheme and have a right to join any operator-based scheme involving more than one operator.

It also proposes closer scrutiny for newcomers into the market, towards a higher minimum quality of operators, and various regulations to control product quality and vehicle standards.

Various reasons are proffered for the fall in bus usage and its poor image and it proposes that a Passengers' Charter be introduced nationally.

■ CROSVILLE Wales of Llandudno has secured a two-year contract let by Rhuddlan Borough Council to operate one of the few closed door group of services for pensioners in the country. A varied network of routes designed by the council covering places between Prestatyn and St Asaph operates on different days, six days per week using two CW double deckers. The services, which are only available to pensioners, have been operating in preference to alternative forms of support such as tokens or concessionary passes for nearly 20 years, and the contract was gained from Empire Coaches following its operation by a succession of local coach companies.

■ NATIONWIDE Transport Breakdown Services Ltd of Denton, Manchester, has successfully achieved BS 5750 Part 2 quality assurance. The company, founded in 1987 by Spencer Brown, director, says quality has been one of its strengths since the conception of the business. Quality manager and director, Stuart Brown, said: "We knew that we must achieve the necessary quality standards to satisfy our client demand for continuing high quality performance. I am pleased that the company is one of the first specialist breakdown service companies to achieve these coveted internationally recognised standards." Nationwide offers 24-hour breakdown and a network of agents cover the UK, Republic of Ireland, Holland and Spain.

■ Tower Bridge is to open as scheduled, despite speculation that the London landmark would remain closed beyond its proposed deadline. A Corporation of London spokesman said: "Repairs to Tower Bridge are on schedule to be complete in time to reopen for road vehicles in mid-September, as we announced originally." Repairs to the supporting steelwork had resulted in closure and the removal of the road surface.

■ MAINLINE of Sheffield is sponsoring the Special Olympics which will be held in the city next month, by backing the opening ceremony with £10,000. Organisers of the event, which has already attracted 20,000 competitors, say that the cash will be used to ensure smooth transport arrangements for competitors, families and officials during the games.

COACH

KM Motors takes delivery of Scania

KM Motors of Barnsley has upgraded its 11-vehicle fleet with its first Scania delivery for three years.

The latest vehicle, which is for British and Continental tour work, is a K113 CB with Plaxton Premiere 350 body fitted with centre sunken toilet, servery,

TV/video, Telma and double glazing. Paintwork was completed in-house by KM.

General manager Keith Meynell says the company is very satisfied with the performance and backup service for three K93s with Plaxton 3200 low-driver bodies in the fleet.

CBW



Scania is KM Motors' first for three years

■ COACH AND BUS

White's not washed out

EMPLOYEE-owned Chesterfield Transport completed the takeover of Derbyshire independent operator E T White & Sons of Calver this week - in a complex arrangement which will see the White's business continue as White's World Wide Travel under the management of John White one of the present partners.

Twenty vehicles, mostly coaches and a handful of minibuses together with approximately 25 driving

By Andrew Jarosz

staff, will transfer to Chesterfield Transport.

Existing engineering staff at the Flint House garage in Calver will stay with the company as the base and existing petrol station will remain in family hands. Chesterfield Transport will be buying in maintenance from White's and the fleet will continue largely unchanged, although some of the service buses

will take on Chesterfield Transport's colours.

John White will manage the coach business and the Chesterfield Coaches six-vehicle fleet, although it is unclear at this stage whether the two units will merge. White's World Wide Travel, like Retford & District and Chesterfield Omnibus, will become a



White's business to continue as White's World Wide Travel

Chesterfield Transport subsidiary company and will be responsible for operations in the Peak District. Services include county council contracts and a network of rural routes as well as a regular service to Sheffield.

Chesterfield Transport operations director Ian Duff said it would be a while before all operational details were finalised but there would be no job losses and White's operations would continue unchanged.

■ BUS

Mainline rationalises subsidiary

SHEFFIELD-based Mainline is rationalising its SUT/Sheaf Line subsidiary this weekend with the closure of the Charlotte Road depot and the transfer of operations to three existing Mainline depots in Sheffield.

Although the move is claimed to be part of the ongoing rationalisation of SYT-owned facilities, continuing negotiations with staff suggest that the move may be a first stage leading towards Sheaf Line's total elimination.

The suggestion comes soon after Mainline won a 'moral' victory at the end of the three-year struggle to prevent forcible divestment of the low-cost subsidiary at the behest of the Monopolies and Mergers Commission and the then Secretary



Sheaf Line could be eliminated

of State for Trade and Industry Peter Lilley (*Coach and Bus Week*, June 12).

Operations will split on July 24 with the coaches and Coachline business transferring back to Leadmill Road depot, and bus operations being transferred to the Greenland Road and

Herrias Road depots.

SUT/Sheaf Line will then function as separate units within these depots, operating their own vehicles on existing services, although management stays at Charlotte Road pending relocation to the new Mainline headquarters on Sheffield's Riverside.

Long term suggestions are that the low-cost aspect of the operations could be incorporated into the Mainline marketing identity, with commercial operations being scaled down drastically.

It is understood that negotiations with staff are continuing with this end in mind, although implementation could be as far away as September when the next round of South Yorkshire Passenger Transport Executive tenders take effect.

Meanwhile, Mainline still has to complete its workforce purchase from the SYPTA, and conclude negotiations with the Director General of Fair Trading over undertakings over future competitive behaviour.

Final decisions over the future of the low-cost operations will probably not be taken until these two matters are concluded.

■ COACH

Cantabrica buys its tenth Excellence 2000HL



More vehicles with theatre seating for Cantabrica

CANTABRICA has expanded its fleet of distinctive Berkhof Excellence 2000 HL coaches with the addition of four for this season.

This has increased the number of similar vehicles with theatre-style seating in the Watford-based fleet to 10.

All four follow the same specification as on earlier vehicles, including the first which was road tested by Mike Morgan last year (*Coach and Bus Week*, May 30, 1992).

The ramped floor arrangement allows the continental door, toilet and kitchen servery to be accommodated below the seating area at the rear of the vehicle.

Over 10 cubic metres of usable luggage space is an additional benefit for the 50-seat coach which also has Telma, ABS and Alcoa alloy wheels.

All the Berkhofs carry the recently modified Cantabrica livery. **CBW**

Delta



**First class
or second class . . .
the choice is yours**

Proving an innovative concept was a challenge. In the beginning with new products the real benefits can only be talked about and not demonstrated.

The Delta is a recognised success with its proven record of achievement, in the toughest operating conditions the industry has been able to muster.

A Delta is an investment which pays dividends every day, every week, every year, with lower costs and higher profit every mile.

Whether it's the impressive strength of the Alusuisse body structure or the superbly reliable DAF BUS SB220 underframe, or the innovative style of the OPTARE concept, millions of miles of service have demonstrated satisfaction with owners, passengers and drivers.

Every OPTARE product is conceived, designed, tested, built and supported by OPTARE so that it's a complete answer to an operator's long term needs.

Why not test a demonstration bus on your routes and let the Delta prove it really is first class.

MEMBER
OF THE
UNITED BUS
GROUP



OPTARE

Optare Ltd., Manston Lane, Leeds LS15 8SU
Tel. 0532 645182 : Fax. 0532 606635



Trials under way in Sheffield

■ COACH AND BUS

DoT is funding hump research

By Richard Simpson

TRANSPORT Research Laboratory research into different types of speed hump is now forming the basis of Department of Transport advice to highway authorities throughout the country.

The Transport Research Laboratory maintains that "The most effective measures at reducing traffic speeds usually involve some form of vertical deflection."

A new Transport Research Laboratory project report, *Speed control Humps - a trial at Transport Research Laboratory*, by AR Hodge reports on tests for speed cushions and humps designed for higher speed

roads.

Trials at TRL assessed different types of speed hump for roads with different speed limits and experimented with a wide variety of vehicles, including pedal cycles, a three-wheeler car, buses, trucks, a limousine and emergency vehicles.

Another TRL report, *Road Humps for Controlling Vehicle Speeds* by David Webster, describes the types of vertical deflections that can be used in traffic-calming schemes, together with an assessment of their effectiveness. It also gives an

updated speed/separation relationship which shows that humps need to be placed closer together to ensure that vehicles do not exceed 20 mph.

The results of both reports provide information that may help highway engineers design appropriate road engineering measures.

Following the TRL trials, the Department of Transport is funding on-road trials of speed cushions in Sheffield and York and of smaller humps for 30 mph roads in Wakefield. TRL is monitoring their performance and will be reporting on their effectiveness.

■ BUS

Jail for former BBT accountant

A FORMER accountant who took charge of Barrow Borough Transport while he was an undischarged bankrupt has been jailed for three months.

John Garrett, who joined BBT as company secretary in November 1987, took over as company general manager in 1988 after managing director David Bowen retired through ill health.

Mr Garrett, of Dalton-in-Furness, admitted being a bankrupt, disqualified from company management, furnishing false information and three counts of obtaining credit while being a bankrupt. The total amount involved in the charges was £12,923.28 of which a £4,000 loan had been repaid.

Barrow Borough Transport was one of the first former municipal operators to go under after deregulation. In spite of hopes of a workforce co-operative buyout, the company went into administrative receivership in December 1988.

Ribble had attacked

BBT with a new minibus network at deregulation and it was Ribble, under Stagecoach group ownership, which purchased most of the BBT assets in May 1989, which then led to the winding up of the company.

Mr Garrett had run an accountancy business in Southport which had run into financial difficulties. He failed to disclose to his new employers that he had been declared bankrupt in August 1984 and that he was a struck-off chartered accountant.

In mitigation, defence counsel James Pickup said a Southport solicitor had told Mr Garrett that the job of company secretary was open to him. He did not know that the failing health of the managing director would throw him into effective management.

"There was no evidence that he had set out to defraud the company, that he took money from it dishonestly, or had any part in the failing of it," he said.

■ BUS

Leaside Buses in awards

LEASIDE Buses was the only London Buses subsidiary to win recognition in the hotly-contested Good Practice Awards staged by the Association of Metropolitan Authorities.

The awards are presented annually to bus companies throughout the UK for projects, services or technology that greatly improves bus travel.

Route 73, which runs from Tottenham to Victoria, was identified after being reviewed and improved over the last three years.

These improvements, including customer care,

training and refurbished Routemasters, have led to a 10 per cent increase in the number of passengers using the route

Route information was



upgraded inside and outside the buses.

The judges said: "This entry shows how a combination of robust timetabling, staff motivation, promotion and good maintenance can lead to increases in patronage."

"Leaside has shown how a route-by-route approach to improving service can work." The judges were especially impressed with the improvements to the frequency after an increase in the number of buses allocated to the route from 33 to 45 to give a bus every two or four minutes during the peak.

■ BUS

Passenger impaled on skip truck

A PASSENGER of 63 was killed instantly when a refuse collector smashed into a 22-seater bus, Luton Crown Court heard last week. Pensioner Christine Cowley was sitting at the front of the Lutonian minibus when the forks of a skip lorry, used to remove large rubbish bins, pierced the bus and impaled her.

The lorry's driver, Leslie Castleman, was found not guilty of reckless driving, but was found guilty of careless driving.

The bus driver, Graham Burnage, told the court how he failed to avoid the truck after he spotted the lorry pulling out of a Luton sidestreteet at a give-way sign.

Mr Burnage said: "All I remember is pulling away to avoid him, then a bang and the screams. I was unable to avoid the accident. The lorry was virtually right through the side of the minibus."

Mr Castleman was fined £250 and banned from driving for three years.

CBW



The shape of things to come in Lancaster

■ BUS

Bus war claims another victim

By Michael Jewell

A MANCHESTER operator was banned from operating and registering local bus services following its withdrawal of two daily half-hour services.

Dennis McCarthy, of Pine Coaches, Stalybridge, told a Department of Transport inquiry that interference from competing firms and inaction from the passenger transport executive had prevented him from operating a safe service.

Mr McCarthy wrote to the North Western traffic office last February complaining that convoys of buses were operating in front of his, preventing them from

picking up passengers, at Ashton Bus Station.

He said that one rival, Pennine Blue, had a notice in the back of its bus saying that it was out to get his firm.

"It seems not to be an offence to go out and deliberately prevent another operator from operating," Mr McCarthy told the inquiry.

One of the services to Carrbrooke village was forced to operate outside the station before it was abandoned last May, while the other hadn't been able to get off the ground.

North Western traffic commissioner Martin Albu said he would also take appropriate action against complaints Mr McCarthy had made about unregistered services by Greater Manchester Buses.

Mr McCarthy said that there seemed to be two sets of rules operating, as nothing had been done about complaints he had made to the Department of Transport about the company.

The Pine Buses proprietor complained that Greater Manchester Buses had 1,800 vehicles and there was no protection for smaller operators.

■ BUS

Ribble takes up LCT's commercial services

STAGECOACH subsidiary Ribble Motor Services will provide the bulk of commercial services in the Lancaster and Morecambe area from August 23, when the operations of Lancaster City Transport cease (Coach and Bus Week, May 29).

Ribble director Ben Colson confirmed that, although the company was not taking over LCT operations, it had, in fact, registered all of LCT's commercial services.

A question mark still remains as to which operators will take up LCT's secured services on behalf of Lancashire County Council, private contracts and the Lonsdale Coaches operation, which is still for sale.

Mr Colson said Ribble had bid for all of LCT's contracts but had only won about 10 per cent of the peak-vehicle requirement and around 40 per cent of total contracts

were up for grabs. At this stage it is not known which companies have secured the remainder.

Ribble expects to be taking on at least 40 of the 100 LCT staff that are being made redundant. Around 40 additional drivers will be required together with a small number of ancillary and engineering staff, although extra supervisory and administrative personnel will not be needed.

"It's a bit too early to give you final figures but we have registered all of LCT's services and fares are unchanged so that the people of Lancaster should not notice any differences," Mr Colson said.

"We will be training up new staff in customer care techniques to give a first-class service, so there will be no reason to let anyone down on day one."

■ BUS

CW's topless routes curiously successful

TWO new seasonal tourist services have been introduced commercially in Gwynedd by Crosville Wales, using unusual vehicles which are drawing additional patronage through their curiosity value.

A new coastal open-top service follows the Morfa Dyffryn coast for the 10 miles from Barmouth to Llanbedr and is operated hourly by an additional

open-topper obtained by the British Bus subsidiary Bee Line Buzz of Manchester.

The 'Magic motor bus' service from Porthmadog to Pwllheli has been superimposed on top of an existing hourly frequency to double the headway using a 35-year-old Bristol SC4LK which is preserved by the company. It connects with the narrow gauge Ffestiniog

Railway at Porthmadog.

Crosville Wales managing director John Rimington said both services were proving popular, attracting new patronage and could lead to an expansion next year.

"We advertised our two historic buses for sale last year and received no sensible offers. So we're putting them out to work and they're doing well," he said.

■ BUS

Police probe WMT crash

WEST Midlands police are investigating the circumstances surrounding a collision in Wolverhampton, which left a bus and its passengers balancing on a disused railway bridge above a 20 foot drop.

The West Midlands Travel Leyland National crashed through the bridge wall following a collision involving three cars and left 20 shocked passengers teetering on the edge until an off-duty Detective Superintendent came to the rescue.

Passers-by held the

back of the bus to prevent it from falling while Detective Superintendent Sandy Craig evacuated the passengers from the rear emergency door, before fireman arrived to remove the vehicle.

Three passengers were treated for shock at the Royal Wolverhampton Hospital and the driver was treated for whiplash although no-one was seriously injured.

A WMT spokeswoman said the vehicle had been examined by the Department of Transport and no fault had been found.

■ COACH

Plaxton for Excelsior

EXCELSIOR Holidays of Bournemouth has selected a mix of Volvo and Scania chassied Plaxton Premiere 350s with air-conditioning for its daily Bournemouth to London express service.

Two of the three are mounted on Volvo B10M and the other is on Scania K113.

Each shares the same body specification which includes 49/53 reclining seats, centre demountable toilet, fridge, drinks dispenser, double glazing and side window blinds.

CBW



All three coaches have air-conditioning

■ BUS

Reading Buses carousels boost its info services

READING Buses is introducing new information carousels at 12 of its bus stops, including some in the city centre, as part of a continuing drive to improve customer information services.

The cylindrical units are designed to clearly display a large amount of timetable information showing times of buses at the locations.

The carousels have been installed for a three-month trial during which time customers will be invited to submit their comments to Read-

ing Buses. A prize draw for 10 free Travelcards is an incentive for customer comments.

Traffic manager Glynne Davies said: "The company is currently seeking ways of updating existing methods of timetable display in a move to provide customers with easily accessible information. The results of the customer survey will be carefully analysed and if they prove effective and popular they will be installed at other key points in the network."

■ BUS

Merger means big ad business

By Richard Simpson

THE second-largest bus advertising company in the UK has been formed by the merger of The Bus Advertising Business and Metro-Transad. This follows a successful joint marketing link-up between the two companies.

Although it had only been trading for six months, The Bus Advertising Business had developed a unique computer planning facility to enable advertisers to design nationwide bus advertising campaigns.

Based around a comprehensive computer database the system lists details of every bus fleet in the country currently taking advertising, including vehicle type number and colour, the populations these fleets serve, the TV area, county and conurbation where the fleet is based and the advertising sales contact for each fleet.

Information can be sorted, analysed and presented in an infinite number of ways to build tailor-made campaign schedules for an individual advertiser.

For instance, a campaign can be built to target

UK population centres over a particular size, a national campaign can be built to meet a particular budget, or campaigns can be targeted on particular population centres.

Now operating under the new name of Metrobus Advertising, the company's executive chairman is Tom Goddard who was chief executive of Metro-Transad. Terry Dyer, formerly managing director of The Bus Advertising Business, has taken over day-to-day responsibility for the merged company.

Terry Dyer said: "We have had a very successful first six months of trading and we would like to clearly indicate to the industry our ambitions for the future."

"This merger is good news for all concerned. It gives us the strength to market our medium more forcefully. As a new company we are able to undertake a fresh approach to selling the bus medium."

"We have an experienced and highly motivated

sales and management team and we are keen to establish ourselves in the market quickly as the next year is likely to see a number of major changes in this industry on which a successful company can capitalise."

Mr Dyer also feels that the bus operating industry has undersold itself for years: "It generates turnover of £25 million, which should be £75 million at a conservative estimate."

But to do this, some important changes must be made: "Not all buses are clean, well maintained or are of a decent colour to be conducive to advertising."

"Panel sizes vary from bus to bus and no account is taken at the manufacturing stage about how a vehicle will display advertising."

"The medium lacks sales and marketing investment from the contractors due mainly to the narrow margins."

"Only a few contracts make the contracting profitable for the contractors. The result is a minority of contracts subsidise the majority."

■ COACH

Dover route gets its first service station

THE main Birmingham to Dover route is to get its first service station, this week.

Road Chef Ltd is to open its eleventh motorway service station, Clacket Hill on the M25, the first on the 180-mile journey from the midlands to the Kent coast.

Serving 5,000 customers, it has extensive coach parking space and a tourist information office.

The Clacket Hill Station will make the 21-year-old firm Britain's third largest behind its giant rivals, Granada and Forte.

Although the Department of Transport restricts what can be sold to deter congestion from potential motorway shoppers, the service station will be offering a 24-hour service, open every day of the year.

■ COACH

Premiere joins Godsons

GODSONS of Crossgates, Leeds, has upgraded its coach fleet with a Plaxton Premiere 350-bodied Volvo B10M Mk III.

The 49-seat vehicle will be used extensively on Godsons' own private tours and hire. It is fitted to full touring specification with crew seat and toilet, while its exterior is painted in Godsons' distinctive pink, sand and white livery.



■ COACH AND BUS

British Bus sole dealer

MARTINS Bus and Coach Sales of Middlewich Cheshire, has secured sole dealer status for the disposal for resale and scrap of all vehicles surplus to subsidiaries of British Bus plc.

The company has been told that British Bus, which currently operates about 2,500 vehicles, intends to replace ten per cent of the fleet per year but, because of expansion plans, the actual number of vehicles available will approximate 180 in the first year.

General manager Eddie

Dickens said the deal would simplify disposal procedures for British Bus and prospective customers.

"We have full inspection facilities available on site and we can prepare vehicles to customer specifications."

Martins is currently handling the disposal of coaches from the Bruce of Airdrie fleet (*Coach and Bus Week*, May 29) and is anticipating the arrival of buses rendered surplus by the takeover of Southend Transport.

CBW



STUART JOHNSON - CARLTON

EUROWAY ESTATE • JUNCTION 1 • M18 MOTORWAY • ROTHERHAM

Neoplan

1994 MODELS AVAILABLE EARLY OCTOBER '93

NEOPLAN SKYLINERS - TRI AXLE 77 SEATS +

COURIER NEOPLAN CITYLINERS -

TRI AXLE 48/49 SEATS + COURIER

(BOTH MODELS FITTED WITH

MERCEDES V8 TWIN TURBO)

**NEOPLAN - EUROPEAN LEADERS IN COACH DESIGN,
INNOVATION & SUPERB SPECIFICATION**

INVEST IN THE FUTURE - INVEST IN NEOPLAN

COMPETITIVE PRICES PAID FOR QUALITY COACHES IN PART EXCHANGE

DAF

**1983 (P.P) DAF SB 2300-
BERKHOF ESPRESSO**

53 seats, retrimmed +
courier, cassette, power
door, curtains
New MOT May 1994.

SOLD

Toyota

1989 (G) TOYOTA - OPTIMO

(6cyl), 18 seats, curtains, drinks facili-
ty, power door, current MOT.

Mercedes

1987 (E) MERCEDES 609 D

COACHMAN 17 seatback seats,
luggage, power door, full soft
trim, wheels, MOT 30/11/93.

SOLD

Leyland

**1989 (F) LEYLAND TIGER
(CUMMINS L10 - 2500, ZF
MANUAL GEARBOX PLAXTON**

3200, recliners + 4 standees, double
glazed tinted blinds to side windows.
radio/pa/cassette, Telma, ABS &
chassis autolube, excellent value &

condition,
MOT's from Nov '93 to Feb '94

2 ONLY REMAINING

1986 (C) LEYLAND TIGER-

(TL-11 245) PLAXTON 3500,
6 speed gearbox, 5 seats and courier,
o/s centre sunken toilet, o/s centre
sunken toilet, curtains, radio/pa/cas-
sette, pannier lockers, MOT March '94.

SOLD

1986 (C) LEYLAND TL11-260

5 speed hydraulic gearbox, Berkhof
Everest 3.7h/floor, 49 reclining seats,

o/s centre sunken toilet, o/s continen-
tal door, curtains, choice of 4.

1985 (C) LEYLAND TL11-245

5 speed hydraulic gearbox, Berkhof
Everest 3.7h/floor, 53 reclining seats,
o/s rear continental door, o/s rear
continental door, curtains.

SOLD

CHOICE OF 3 ALL SOLD

1984 (Dec) LEYLAND TL11-245

5 speed hydraulic gearbox, Berkhof
Everest 3.7h/floor, 53 reclining seats,
curtains.

Neoplan

**1987 NEOPLAN JETLINER
SCANIA K112 - MANUAL.**

49 seats + courier, o/s continental
door, o/s toilet.

1983 (PP) NEOPLAN-SKYLINER

MERCEDES V10 - ZF MANUAL,
77 retrimmed seats + courier, toilet,
fridge, water boiler etc. -current MOT.

Duple 425

1988 E DUPLÉ 425-

CUMMINS L10, AUTOMATIC

**GEARBOX, 50 seats + courier, rear
sunken toilet, continental door, fridge,
drinks machine, MOT 3/1/94.**

1988 E DUPLÉ 425-

CUMMINS L10, 7 SPEED MAN-

**UAL GEARBOX, 51 reclining seats
+ courier, centre sunken toilet, fridge,
drinks machine, continental door,
choice of two, MOT's 23/12/93 &
6/1/94. 1 ONLY REMAINING**

VOLVO

1987 (D) VOLVO B10M -

PLAXTON 3200 (low driver),
Telma, 53 Vogel seats and courier,
double glazed, curtains, radio/pa/
cassette, part pannier lockers, MOT
1994.

SCANIA

1985 SCANIA K112 PLAXTON

3200. Low driver, 5 seats (splitter)
gearbox, 5 seats and courier,
Telma, radio/cassette, MOT April
1994.

SOLD

VANHOO

1988 (E) VAN HOOL T815

ALIZEE H. (CUMMINS L10).

6 speed, ZF gearbox, 49 recliners +
courier, o/s centre continental door,
o/s centre sunken toilet. Doubled
glazed, TV, drinks, radio/PA/Cassette,
drivers bunk, maroon curtains,
Webasto + Telma.

1 ONLY REMAINING MOT 3/2/94

WANTED

**QUALITY USED COACHES
FUNDS AVAILABLE NOW!**

Contact in confidence

Stuart C Johnson or Bill Povey

on 0709 700600

SALES SERVICES PARTS

SOLE UK DISTRIBUTOR

NEOPLAN

SALES: Bill Povey (Home)

0509 262220 (Mobile) 0860

811083, Tony Clayton (Home)

0909 473495 (Mobile) 0850

657590, Phil Cowdery (Home)

0427 880445.

Service: Chris Lavin (home)

0909 568687 EMERGENCY

PARTS OR SERVICE : DIAL

0345 333 111 then quote

0502448 for **PARTS** or

0525547 for **SERVICE**.

Leave your name and tele-

phone and we will call you as

quickly as possible.

Tel:

0709

700600

Fax:

0709 700007

**Carlton House
Euroway Estate
Hellaby
Rotherham
South Yorkshire
S66 8QL**



Now Kinch is looking for more corporate work

Kinch to carry on coaching

LOUGHBOROUGH independent Kinch Coaches has had to scrap plans to pull out of coaching (*Coach and Bus Week*, April 3) after the company's regular customers insisted that the coaches be available for the next few years.

Proprietor Gilbert Kinch had intended to concentrate on bus work and after 25 years of managing the coach business his wife Janet had indicated that she wanted to retire.

"We told our football team customers that we were backing out and sold

By Andrew Jarosz

all but two of our older coaches but they insisted that we carry on working for them and put me on the spot," Mr Kinch said.

"Janet has agreed to stay on for a while longer and I'm now looking for executive coaches to purchase quickly."

The company has been re-awarded a three-year contract to transport Leicester City FC and the Leicester Tigers RUFC and it will now actively trawl the corporate market for more work.

"I didn't realise we'd generated so much goodwill and you can't let people down, can you?" Mr Kinch said.

Leicester City Football Club revealed that the Kinch quotation was not the lowest. "I might add that there was one tender slightly less than yours but the manager, and indeed the whole club, has been delighted with the whole service we have received from you over the last few years," wrote Alan Bennett, general secretary of Leicester City FC.

■ BUS

Inspector wins his case but no cash

A BUS inspector and city councillor who was made redundant by the former management of Lincoln City Transport has won his case for unfair dismissal, but will not be awarded compensation because of the company's financial position.

Councillor Alan Bradley was made redundant by Lincoln City Transport last October.

The company had been saved from receivership by a joint buy-out from staff and Derby City Transport in 1991 but was facing mounting financial problems and Councillor Bradley claimed he had been forced to go because of his inside knowledge over the withdrawal of city council subsidies.

Industrial tribunal chairman John Bellis said Councillor Bradley felt "it was a put-up job by the Derby mafia."

John Tilbury, who was depot manager at the time, admitted that Councillor Bradley was "a bit of a nuisance," but denied he had been singled out.

Robert Hind, managing director of Derby City Transport and Lincoln City Transport md from November 1991 to February 1993 said: "By January 1992 it was back in profit but in the autumn a number of things happened.

"The most critical factor was the review of the city council concessionary fare scheme and the company received £88,000 less than expected.

"On top of that the council withdrew a £40,000 subsidy and losses were accrued because of service disruption as a result of road closures south of the city.

"If that was not enough, when the company's insurer, MMI, ran in to financial problems we had to seek another insurer which cost £30,000.

Mr Hind said the company had no choice but to make five drivers, a traffic assistant and one inspector redundant. The decision was on a "last in, first out" basis.

The tribunal chairman criticised Lincoln City Transport management for its lack of consultation with Councillor Bradley.

Mr Bellis said: "Clearly there was consultation between management and the unions.

"If only the company had consulted with the applicant, it would have avoided his sense of unfairness and grievance."

Mr Bellis awarded no compensation as there was no chance of Councillor Bradley getting his job back because of the company's financial position.

■ BUS

Southampton Citybus sacking fair - tribunal

SOUTHAMPTON Citybus acted correctly when it sacked a driver who had taken 15 months off sick in the last two years, an industrial tribunal ruled.

The company dismissed driver Eddy Maton for taking 430 days off work during 1990 and 1991.

Mr Maton, 48, who had been with the company for 25 years, claimed a series of accidents had kept him off work.

But the tribunal ruled that the company was correct to set a 10-day per

year sick limit for him.

Citybus director Mark Threapleton said: "Mr Maton's sickness record was by far and away the worst in the company."

The tribunal chairman added: "The company is entitled to expect a certain level of attendance to maintain their service."

Mr Maton replied: "If I had not been beaten up and had the two accidents because of brake failure I would still be there today."

■ COACH AND BUS

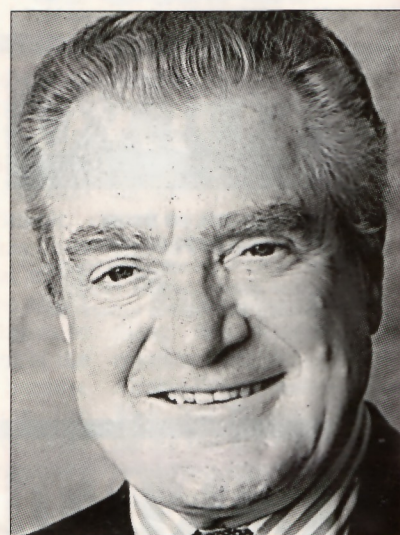
Sir Tom plans to retire

GREY-GREEN founder Sir Tom Cowie (right) is retiring as chairman and director of T Cowie plc this December. The 70-year-old businessman, who also owns Hughes-DAF, will remain a major shareholder and is to become life president of the company.

Cowie group spokesman, Robert Blower said the group was pleased to maintain the connection between Sir Tom and the group, which Sir Tom will continue to represent from time to time.

For some years he has played a back seat role at Grey-Green in favour of Gordon Hodgson who will continue in his role as managing director.

CBW



THE NETWORK THAT WORKS FOR YOU!

No matter what sort of commercial fleet you operate, BP Fuel Cards offer you more where it matters – on the road.

- 7 BP Truckstops where the driver comes first, with superb refuelling facilities, excellent restaurants and well-stocked shops.
- 26 strategically placed Motorway Service Areas.
- 300 Bunker sites on major trunk routes, all with high speed diesel pumps and easy access for the largest HGV's.
- 4,500 Agency sites, covering trunk routes and minor roads, many open 24 hours, offering a wide range of services.

At every BP site you'll find consistently high standards, fast friendly service plus top-class facilities and products. Your drivers will find it quick and convenient to pick up fuel on the road, thereby saving your company time and money. Also the regular flow of comprehensive management information ensures that you maintain control over all transactions.

With a BP Fuel Card, your fleet is working in partnership with BP to meet your logistical needs, economically and efficiently.

We'd like to tell you what BP Fuel Cards could do for YOUR business. Simply complete the coupon or phone us on the telephone number below.



I'd like to review my fleet fuel buying options. I attach brief details of my fleet to help you make your recommendations. (Please print details).

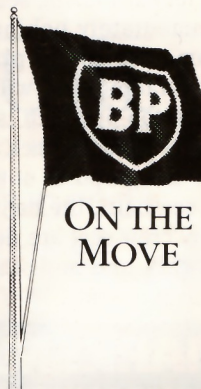
Name _____
 Position _____
 Company _____
 Address _____

 Postcode _____
 Telephone no. _____
 Parent/Holding Co name _____
 Number of years trading _____

Type of fleet (specify number of vehicles in the following categories)

HGV's Cars Vans PSV's Taxis
 Do you refuel (*tick*) Locally ☐ Nationally ☐ Internationally ☐
 Do you have bulk fuel tanks (*tick*) No ☐ Yes ☐
 If 'yes' are they Motor Spirit ☐ Diesel ☐
 Current payment method for on-the-road refuelling
 Cash ☐ Garage account ☐
 Name of Fuel Card _____ Name of Credit Card _____
 Name of any other card used _____

Send Coupon to: Deo Mealy, Commercial Transport Marketing – 2A92, BP Oil UK Limited, FREEPOST, BP House, Breakspear Way, Hemel Hempstead, Herts HP2 4BR. Or call Freephone 0800 585104



Can you please clarify the law on passenger seatbelts?

Q I believe that the driver's seat and crew seat (if fitted) on a coach must be equipped with a seatbelt that must be used. Do the seats immediately behind the driver and crew seat and if applicable the centre rear seat of a coach also require seat belts? Furthermore, if seatbelts are required must the driver insist they are used, or is it the responsibility of the passenger?

PRH, West Glamorgan

a To discover the answer to this simple question it is necessary to inspect the Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1987; the Road Traffic Act 1988 (as amended by SI 1992/3015) and the Motor Vehicles (Wearing of Seatbelts) Regulations 1993.

The vehicle type definitions are not common to all three of these pieces of legislation, and double negatives abound. It typifies the needless complication of English law, of which ignorance is no excuse!

To answer your question it is first necessary to understand that a coach is defined as a vehicle designed or constructed to carry more than 16 seated passengers, with a gross weight of more than 7.5 tonnes and a maximum speed exceeding 60mph. (Different rules apply to minibuses and large buses).

A coach first used on or after October 1 1988 must have seatbelts fitted to the driver's seat and any crew seat. They also have to be fitted to any other exposed forward facing seat, ie one not immediately behind and in the same horizontal plane as a forward-facing seat with a seat back the top of which is at least one metre from the deck.

For the purposes of the wearing of seatbelts, the driver's seat and any crew seat are defined as front seats, and any others on a coach as rear seats.

QUESTIONS & ANSWERS

Questions on any aspects of coach or bus operation giving you problems should be sent to: **Marksmen, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 0733 62656**

Persons in the front seats have to use the seat belts, but the driver is not at peril of prosecution if the crew member fails to do so. On a coach, there is no legal obligation to 'belt up' in rear seats to which belts are fitted.

While a coach driver's statutory duty is thus only to wear a seatbelt himself, there is a risk that he and his employer could be sued if a person suffered injury that could have been avoided by wearing a seatbelt. Consequently, it is advisable for a driver to recommend to passengers and any non-staff crew (eg a guide or courier) that belts fitted to seats should be used.

Q Can you suggest who may be able to help us with a tyre mileage contract? We operate 28 coaches and cover a million miles a year.

CDG, Cleveland

a Dunlop's tyre contract manager tells me that they will not take on a fleet of less than 100 vehicles, and then only fleets based in towns. John Callow, tyre contract manager of Michelin, says that they have a more flexible approach.

For while they generally regard 50 vehicles and 1.5 million miles as the minimum for a viable tyre contract, smaller fleets might

be considered if in a location that would give better utilisation of any existing local tyre-servicing facilities.

For, unlike purchased tyres, those on contract are serviced (ie checked, inflated, fitted, rotated, and documented) by tyre company fitters. Therefore, there has to be adequate facility for the tyre fitter to work on the operator's premises - including compressed air, safety cage and a secure tyre store.

Furthermore, any tyre company will want a reasonable degree of consistency of tyre sizes across a fleet, evidence that proper and honest records of vehicle mileage are maintained, a vehicle annual mileage averaging 30,000 plus, and credit-worthiness.

It is perhaps worth mentioning that tyre suppliers, as well as manufacturers, do provide tyres on a mileage contract basis. You could, for example, discuss this with your local branch of National Tyre Service & Autocare Ltd. They have no minimum fleet size policy - although larger fleets may well attract a better price.

Q We are using a trust account to comply with the Package Tour regulations. Am I right to assume that, as the company does not receive the money until the tour is completed, we do not have to do the VAT Tour Oper-

ators Margin Scheme calculation until then?

TW, London

a You have opted for a trustee to look after this money on behalf of your customers until the package is completed as a means of meeting the package tour regulations.

You could have chosen a different method that would have given you immediate use of the money from the time that it was paid by the customer to purchase your tour, probably some weeks previously.

Consequently, the rules on determining the tax point for the Margin Scheme are unaffected. The Margin Scheme permits you to choose between the tax point being the date of departure, or the date of receipt of the main payment (which is deemed to be more than 20 per cent of the package price).

The agreement of Customs & Excise is required to change from one choice of tax point to the other. At all events, a failure to account for the VAT due under the Margin Scheme in the tax period in which the tax point falls could result in the imposition of penalties.

Q Is it legal for a PSV with passengers on board to be towed? I recently saw this being done, but thought that it was illegal.

DS, Cheshire

a A broken-down PSV with passengers can be towed, but only on a rigid bar and at a speed not exceeding 30mph. It is not uncommon for the police to organise tows of this nature when PSVs break down on motorways, particularly where roadworks result in restricted lane access, to avoid obstructing traffic and, one might well imagine, in the interests of passenger safety.

MARKSMAN WILL ANSWER MORE QUESTIONS ON AUGUST 7

PROLIFT
MAIN AGENT

RECO

THE COMPLETE SERVICE TO COACH & BUS OPERATORS

- COMMERCIAL VEHICLE LIFTS ■ MOBILE COLUMN LIFTS
- TACHOGRAPH TESTERS ■ BRAKE TESTERS
- LUBE & AIR INSTALLATIONS ■ WORKSHOP EQUIPMENT

**ALL BACKED BY CONTRACT MAINTENANCE,
FINANCE & PLANNING FACILITIES**

NEW SERVICE - MOBILE COLUMN LIFT REBUILDS
SOMERS, PROLIFT, CONCEPT, SCOTLIFT, BRADBURY
COLLECTION & DELIVERY UK 7 DAY SERVICE
- LOAN SET AVAILABLE

TEL: 0272 862449 FAX: 0272 861634

Is this your

own copy of COACH and BUS WEEK?

**If it isn't make sure you order your own
personal copy this week.**

**Simply turn to the inside back cover and
fill out the subscription form today.**

**It's as easy as that to make sure you get
your own copy of the industry's
magazine by first class post each week.**

DRINKS ON THE MOVE



For freshly made teas, coffees, soups and chocolates, the Drinkpac is the ultimate in on-board refreshment, guaranteed to delight your passengers at a cost to delight you.

With a wide range of premium quality beverages to choose from, each one heat sealed to guarantee a two year shelf life.

The Drinkpac takes up less storage space on board and has added benefits of portion control, no large/minimum orders, reliable delivery service.

Manufactured to BS5750 standards and awarded the Royal Institute of Public Health & Hygiene Gold Seal for consistent quality.

What more could you ask for in an on-board drink?

Call Freephone 0800 373515

Drinkmaster

Now you do have a choice!

Are you anxious about the insurance cover on your Coach fleet? Have your previous insurers left you high and dry after withdrawing from the market? Wondering where to go for your next insurance quotation?

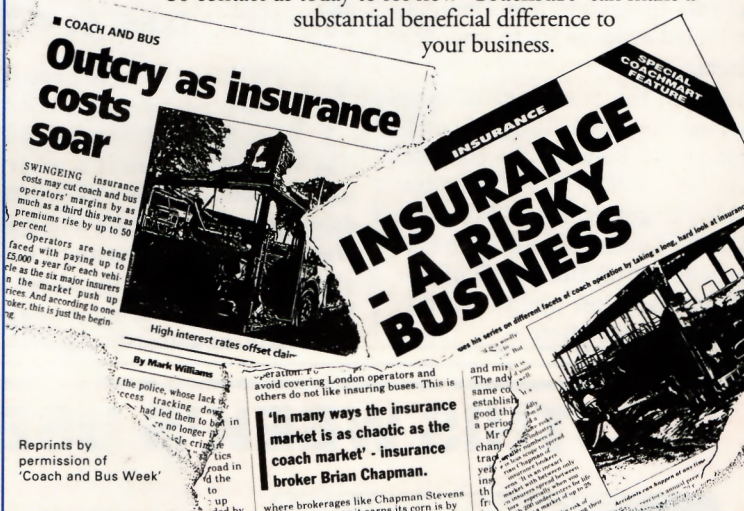
UNIQUE BENEFITS

Look no further - our new 'Coachsure' Insurance Scheme will enable operators to ensure their fleets at realistic premiums and benefit from many unique features of this exciting and innovative policy from Chapman Stevens. • Comprehensive Cover • Windscreen Insurance - with direct billing • Annual Green Cards • 50 days free foreign use for each coach • Passengers' Luggage • Retrospective 'No Claim' bonus • £5 million Third Party Property Damage • Premium finance facilities • Personal Accident cover for drivers.

WIDEST PROTECTION

'Coachsure' exclusively offers the widest protection available and its unique rating structure ensures, for the first time, that the premium you pay is geared directly to the use of each vehicle.

So contact us today to see how 'Coachsure' can make a substantial beneficial difference to your business.



Please contact me as I should like a priority 'Coachsure' quotation.

Company Name.....
Address.....
Telephone No.....Fax No.....
Contact Name.....
Contact Title.....
Renewal date of Fleet Policy.....Number of coaches operated.....
Present Insurer.....
Present Broker.....
Anticipated Renewal Premium £.....
Return to: Chapman Stevens, Chepping House, Temple End, High Wycombe, Bucks. HP13 5DR



COACHSURE

INSURANCE SCHEME

Geared to today's needs

Chapman Stevens, Chepping House, Temple End,
High Wycombe, Bucks. HP13 5DR

Tel: 0494 444346 Fax: 0494 530876

Bristol Office Tel: 0272 252325 Fax: 0272 273375



ASSOCIATE MEMBER



REGISTERED INSURANCE BROKERS

Vicious circle

ONE of the main battlefields in the Nottingham bus war is the turning circle at Elmhurst Avenue, Carlton. The circle is claimed as the territory of Nottingham City Transport, which has put up notices to that effect.

But newcomer Nottingham Omnibus, bolstered by information from Nottinghamshire County Council that the circle is in fact the property of Gedling Borough Council, is trying to use the facility as a terminus.

NCT has responded by stacking the circle with its own buses, and its inspectors turn Omnibus vehicles away or try to impound them.

With the matter still unresolved despite a flurry of correspondence between the competitors, the rumour is that Omnibus plans to get even by asking the Traffic Commissioner to invoke precedent on the usage of bus station facilities when one party owns the bus station.

Who put the sex in Wessex?

WILT & Dorset has decided to spare the blushes of the genteel citizens of Bournemouth, and rejected a thrusting bus-side advertising campaign because it is too rude!

The ads, supporting a local leisure attraction, carry the slogan, "The Wessex Bowl, I can't get enough." But a streetwise wag at the advertising agency has spared the local vandals some work and the vinyls come complete with mock graffiti so they promote a far older leisure activity and read: "Sex, I can't get enough of it."

Presumably, the agency thinks this will improve the campaign's

penetration, but Wilts & Dorset says its buses will not carry the advertising because it "could offend the person in the street."

Bournemouth Yellow Buses is happy enough to run the campaign, which leaves us asking why Wilts & Dorset thinks it might offend people.

The solid citizens of Bournemouth are casting their minds back a while to a widely-reported case when police spotted a Wilts & Dorset bus stopped off-route with the driver's cab empty. Fearing for the man's safety they searched the vehicle, only to find him engaged in a business transaction with a local lady of the

night on the back seat of the upper deck.

The poor man's life was made a misery by the tabloid press, who reported the event in great detail under entirely predictable "Room for one more on top" type headlines.

What story might a holidaying hack from the *News of the Screws* or one of its sisters make if, during his stay on the south coast he spotted a slogan like "Sex, I can't get enough of it" on the side of a bus?

After all, as readers of this page will all agree, if it is in print it must be true (well, most of it anyway).

It's one rule for the bosses and another for workers

WHILE lobbying of councillors continues in Lancaster by City Transport staff, who feel that the council is not being generous enough with redundancy payments (Coach and Bus Week, July 10), one council employee looks certain to collect a handsome pay-off when he says farewell to the authority.

Bill Pearson, the council's chief executive and town clerk, steps down after negotiating the completion of the sale of LCT's assets, and heads for retirement.

The council, celebrating a £3 million windfall from the sale to Stagecoach, intends to show its gratitude to Mr Pearson for his hard work and is appointing con-

sultants, for a reported fee of £7,000, to "advise on his severance pay".

The 100 or so Lancaster City Transport staff won't be so well rewarded. The council's gratitude for their hard work amounts to a conditional 50 per cent enhancement on their basic statutory minimum pay.



THIS WEEK'S USED VEHICLE SELECTION



89 (F) VOLVO B10M - PARAMOUNT 3500. 53 recliners, continental door, tinted windows£82,500



89 (F) DAF SB 2300 DHS - ALGARVE. 53 recliners, courier seat, power door, tinted windows£64,500

SPECIAL OFFER



83 (Y) BOVA EUROPA. 53 seats, power door, soft trim.

SPECIAL NETT PRICE £20,000



87 (D) VAN HOOL ALICRON. 51 recliners, toilet, power door, soft trim£62,500



89 (F) TOYOTA OPTIMO I. 21 seats, power door, tinted windows£26,950

Full list available on request



Salvador Cuatrecasas

The Complete Service
Parts/Service - Accident Repairs

MILL LANE
HEATHER, LEICESTERSHIRE LE67 2QE
TEL: 0530 263333
FAX: 0530 263379

The year quoted denotes the date of first registration, not necessarily the year of manufacture.

EOS 100/200



52 or 53 reclining seats
 centre sunken toilet
 fridge and boiler
 2 screen Blaupunkt video
 heavy tint double glazing
 drivers door
 automatic heating system
 independent front suspension

pantographic locker doors
 165 gallon fuel tank
 Webasto preheater, retarder
 large luggage capacity
 including ski lockers
 drivers bunk
CHOICE OF MAN or DAF
 354hp ENGINES.

T815 ALIZEE



49/53 reclining seats
 centre sunken demount
 toilet
 fridge and boiler
 tinted double glazing
 pantographic locker
 doors

prepared for:-
 video, Webasto bunk
CHOICE OF MAN 311hp
ENGINE WITH
TELMA RETARDER
 or **CUMMINS 325hp**
ENGINE

QUALITY USED VEHICLES

1990 (G) SCANIA K93 AUTO PLAXTON
 PARAMOUNT 3200, 53 seats, ABS, curtains
 **£64,000**

1989 (F) LAG PANORAMIC DAF DKV, 290
 hp, Telma retarder, Webasto, 49 reclining
 seats, courier seat,
 centre toilet, continental door, 2xTV/video,
 boiler, fridge, bunk, double glazing, carpets
 and curtains, air conditioning
 **£72,500**

1987 (D) SCANIA K112 PLAXTON 3500,
 Telma retarder, 51 seats, centre toilet, video
 system, water boiler, double glazed with
 curtains, steps and cont. door
 **£49,500**

1986 (D) DAF MB200 DKFL VAN HOOL
 ALIZEE, 48 recliners, centre sunken toilet,
 boiler, courier seat, video, **£51,500**

1987 (D) LEYLAND TIGER 260 DUPLX 340,
 48 recliners, rear sunken toilet, boiler,
 fridge, video, cont. door **£39,000**

1986 (C) VOLVO B10M CAETANO
 ALGARVE, 49/53 seats, centre toilet, courier
 seat, blinds, continental door
 **£41,000**

1986 (C) DAF SB2300 DHS PLAXTON
 PARAMOUNT 3200, 47 recliners, centre
 sunken toilet, single glazed **£34,000**

1984 P/P DAF MB DKFL VAN HOOL
 ALIZEE, 48 recliners, rear floor mounted
 toilet, servery with cupboard and boiler and
 curtains, carpets, courier seat, video
 **£43,000**

PLEASE CALL FOR DETAILS OF OUR SPECIAL DEALS ON THE ABOVE COACHES FOR AUGUST
 AND SEPTEMBER DELIVERY 3 YEAR DRIVELINE WARRANTY AVAILABLE

PARTS AND SERVICE

24 hours/7 days a week parts and services available from Wellingborough for all Van Hool, EOS and Panoramic coach models.

Contact Peter Muggleton. Outside normal office hours please dial 0426 955578

Coach Operators - are you still insured against damaged windscreens?
 If not, Esprit offer the cost effective alternative.

"The best Windscreen Repair kit money can buy."

The Esprit system enables you to
 repair windscreens quickly
 and permanently.

An Esprit repair will:

- Restore the optical quality to the windscreen
- Re-establish the integral strength of the windscreen
- Prevent any subsequent deterioration of the break

Indeed, if you don't know where the
 damage was - you won't find the repair

Cost Effective

Once you have purchased the
 special Esprit Kit, each repair will
 cost less than £2.00 to complete.

FOR FURTHER INFORMATION PHONE ESPRIT TODAY.

Easy to use

A typical Esprit repair takes only
 15 minutes to complete.

There is full on-site training when
 your kit is delivered, which will
 enable you to repair all types of
 windscreen damage - including
 "starbreaks", "bullseyes", and cracks.



ESPRIT WINDSCREEN
REPAIR SYSTEMS
 CLEARLY THE WAY AHEAD

Drovers, The Street, Nutbourne, Pulborough, West Sussex, RH20 2HE.
 Telephone: 0798 813698. Fax: 0798 813628.

- ✓Foam
- ✓Water
- ✓Air
- ✓Fuel
- ✓Quality
- ✓Service
- ✓Price

Whether you operate one or ten
 thousand and one buses

Filtration Control Limited

has the right filters for you

We design, develop and manufacture long
 life foam air-filters to suit your needs. And we
 can also supply Fleetguard, Coopers,
 Crosland and Mann filters plus many more.

And all at the right price!

For further information:

Tel: 0604 671100

Fax: 0604 671101

FILTRATION CONTROL LIMITED

Sole Filter supplier to Stagecoach PLC,
 British Bus and the Badger line Group.

"The one stop filter company!"

Filtration House, Overstone Road, Moulton, Northampton NN3 1UL

Norris should stay and see Travelcard through

From Henry Leibner

SIR

I thought it a bit rich to read that the minister for transport in London, Steven Norris, is so concerned about the retention of Travelcard that he is to stake his political career on its future - even though the minister fully supported the deregulation of London bus services and the break-up of the Network South-East rail network.

Surely Mr Norris must have known that there could be problems in the future with the ac-

ceptance of Travelcard, with many new independent bus and rail undertakings each wanting their slice of the Travelcard cake?

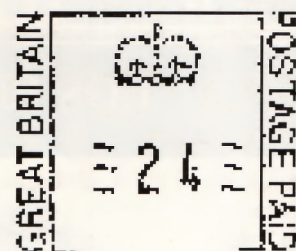
Today, Travelcard is basically accepted by London Buses, the tendered units, Network South-East and London Underground.

If Mr Norris is going to resign, he will be failing to take responsibility for the actions he supported and leave London with a very serious public transport problem, much much worse than when he first became minister.

Mr Norris must ensure that, to operate in London within the Travelcard area, the undertakings must use the Travelcard scheme and, if necessary, it should be subsidised - end of story!

As for Mr Norris' political future, I will not be shedding any crocodile tears for him and I am sure that another Government department will employ him!

Henry Leibner
12 Shrubbery Gardens
Winchmore Hill
London
N21 2QT



Write to: The Editor,
Coach and Bus Week,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough,
PE1 1DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

Ease congestion with free coach parking

From Barry Rennison

SIR

During May our company carried out a private hire journey to Tissington and had to pay £10 for coach parking. I expect that many other operators were surprised and shocked by this unexpected high charge. We were!

Our client was also bitter about this and wrote to the Secretary of the Well Dressings Committee complaining. The Rev Brown replied that they didn't consider the charge to be unreasonable and went on to say that they felt coach companies were irresponsible not

to establish parking costs before quoting for jobs.

He also felt that coach parking charges worked out cheaper per passenger than that charged for cars. Also that operators hadn't to assume that charges have not increased.

Be warned! Next year Well Dressings may well be £12 or £15. Certainly the committee must rate Tissington to be in the class of Wembley, Sheffield Arena, London and other highly-priced parking places.

I would have thought that venues were trying to encourage visitors and trade through coach parties. Let's see coach parking

free in most places and get people out of cars and into coaches.

Perhaps *Coach and Bus Week* could do a survey on coach parking charges, then operators could take these into consideration when doing their quotations. That's if coach parks are provided - look at some big towns and cities such as Leeds and Bradford, little or no facilities are available.

Barry Rennison
general manager
Independent Coachways Ltd
Low Fold Garage
New Road Side
Horsforth
Leeds

Pale shade of green

From David Wayman

SIR

The contribution of the bus to pollution may be 'minimal' (*Coach and Bus Week*, July 10) but that is no reason for operators to become complacent. And buses may indeed be very efficient passenger carriers, but this doesn't apply when they chase one another in convoy along the same route with only a handful of passengers between them. Yet operators have to compete to survive. Integration doesn't enter into it.

This underlines the fact that the Transport Act 1985 is fundamentally incompatible with 'green' aims. As Dr Jeremy Vanke says, the UK doesn't have a transport policy. But, for the sake of the environment among other things, by heavens it needs one.

And until it gets one under completely new and far-seeing legislation at no expense spared because we can't afford the inevitable alternative, the bus operating industry will remain a pale and sickly shade of green.

David Wayman
convener
Oldham Transport Users' Forum
24 The Grange
Oldham

Former Southend md speaks out

From D H Shlackman

SIR

I refer to Richard Simpson's article on the sale of Southend Transport to British Bus in the July 3 edition of *Coach and Bus Week*, which requires some correction.

While it is very kind of someone to announce my early retirement for me, I believe that this should be my prerogative and it certainly has not been my intention.

British Bus had their own ideas on how they wished to run the company and made it quite clear that the services of both Peter Hill, Southend Transport's

engineering director who had done a first-class job for the company, and myself would no longer be required. Thus, both our contracts were immediately terminated on completion of the sale.

The article also gives the wrong impression in regard to the Badgerline involvement with the late MEBO bid for the company. An earlier attempt had been rejected by Southend Borough Council on the grounds that the sale negotiations with British Bus were well advanced and that the company would still be vulnerable to any further escalation of the extreme competition it was facing. An approach was made to the Badgerline Group, who re-

quired a minority stake in the company to keep the peace. I would make it quite clear that, apart from their commitment to buy shares, the financial backing was not to be put up by Badgerline Group. This was to be obtained in the normal way from the commercial banks and/or venture capitalist companies. Four letters to this effect proffering help were made available to Southend Borough Council at the time of our presentation. Unfortunately for us the offer was again rejected.

D H Shlackman
61 Leitrim Avenue
Shoeburyness
Essex

SUMMER HIRE GUIDE 1993

KENT

EK EAST KENT COACHES EK

Coaches based conveniently for the ports of Dover, Folkestone and Ramsgate. 49, 51 and 53 seat vehicles available for all classes of UK and continental work.



CONTACT

FOR UK TRAVEL:
MIKE WORTH TEL: (0303) 256565. FAX: (0303) 850261
DEREK FISHPOOL OR JOSE CRANE TEL: (0227) 766151 FAX: (0227) 780787
BARBARA RANDALL TEL: (0843) 594681
FOR CONTINENTAL TRAVEL: JOHN CAMPBELL OR RICHARD SENIOR
Tel: (0227) 451155 Fax: (0227) 762449

NORFOLK

BIRDS COACH TRAVEL (HUNSTANTON) LTD

- Private Hire
- Contract Hire
- UK & Continental Tours
- Excursions



**15 VALENTINE ROAD,
HUNSTANTON, NORFOLK**
Tel: 0485 532349 Fax: 0485 535089

AVON

COOMBS TRAVEL FOR ALL YOUR TRAVEL REQUIREMENTS

★ Taxis

★ Minibuses & Coaches

For hire



Tel: 0934 632612 Fax: 0934 635853

ESSEX

Coach Stop

All coaches are air conditioned and have video, toilet, fridge, hot drinks and telephone on board.

0702 471649 (24 hours)



WESTMIDLANDS

Hi-Lite Travel Ltd.

Director: G.T. Jones

LUXURY COACHES FOR EVERY OCCASION

COACH STATION, THE HAYES, LYE,

WEST MIDLANDS DY9 8NT

Telephone: 0384 424417



We do a wide range of:

Day Excursions,

Extended Tours & Continental Mini Breaks.

And our Luxury Coaches are available as

12, 19, 28 and 53 seaters.

CORNWALL



★ COACHES & MINICOACHES FOR HIRE

- 48/49 Seater Executives
- 53 Seater Luxury Coaches
- 19/25 Seater Mercedes Coaches

★ COMPLETE TOUR PACKAGES

ARRANGED

★ 24-HOUR BREAKDOWN SERVICE

AVAILABLE



TRURONIAN *travel*

24 Lemon Street, Truro TR1 2LS.

Tel: 0872-73453 (anytime)

Fax: 0872-222522

NOTTINGHAM

DUNN-LINE OF NOTTINGHAM

DUNN-LINE DO IT! FROM PRIVATE HIRE TO VEHICLE RECOVERY AND REPAIR

DUNN-LINE TRAVEL specialise in Private Hire from 25 seater V.I.P. coaches with air conditioning, hot oven, microwave, two videos, fax machine, toilet with many more features to normal 51 executives and 53 standards and 78 seater Metroliners.

As well as Coach Operations we have a 24 hour recovery service capable of recovering and repairing any vehicle. We are ideally located approx. one mile from junction 28 of the M1 motorway.

FOR INFORMATION ON COACH HIRE OR RECOVERY PHONE DUNN-LINE ON (0602) 784088

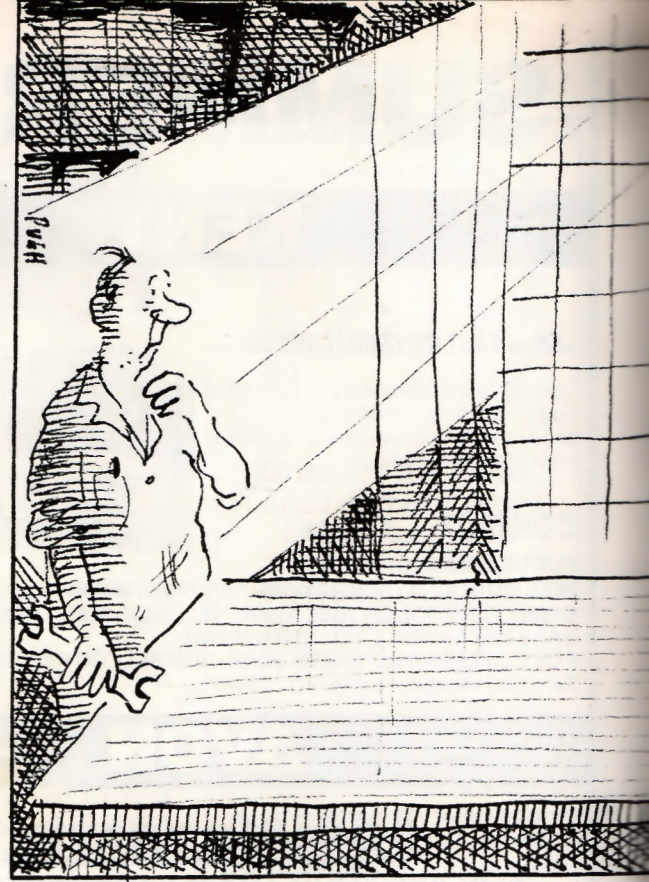


**THIS SPACE COULD
BE YOURS!**
Our Winter Hire Guide 1993
will be appearing in September
to book your space
for £150 + VAT phone
0733 63100 and talk to
Paul Murtagh

To act or not to act — who decides?



The Licence Review Board pulls together all the various short-comings of O-Licence holders to discover whether, taken as a whole, they indicate an operator with problems meriting treatment or investigation. Peter Rogers (left) looks at the LRB's activities



"WHEN DID YOU LAST TAX

HOW is the decision to require an operator submit to a Public Inquiry made? Who makes that decision, and on what assessment is it reached? In each Traffic Area a Licence Review Board scrutinises the record of Operator Licence holders. West Midland Traffic Area recently let a small invited audience see its Licence Review Board at work.

Licence Review Boards (LRB's) were the brainchild of recently retired Traffic Commissioner, Major General John Carpenter. Although there may be small differences in the number and status of participants elsewhere, the West Midlands LRB is fairly typi-

The operators' particulars produced by the LRB Secretariat form the basis for LRB deliberations. A computer database is used to pull together all known information on every HGV and PSV licence holder

cal of the composition and procedure now adopted in all Traffic Areas.

In the West Midlands a panel chaired by the clerk to the traffic commissioner, Gerry O'Donnell, is made up of senior local representatives from: The Vehicle Inspectorate; Enforcement; PSV and HGV Licensing Sections; and the LRB Secretariat.

Meeting at about three or four weekly intervals, they consider what course of action should be pursued in respect of any operator whose record has become sullied.

The operators' particulars produced by the LRB Secretariat form the basis for LRB deliberations. A computer database is used to pull together all known information on every HGV and PSV licence holder. Basic

data on the identity of the holders of a licence, the designated transport manager and the maintenance arrangements, are all updated when operators give the required information on changed circumstances.

But advances in information technology have been harnessed to make this picture of the operation far more comprehensive than ever before: vehicles in possession can be accessed from the data held by the Vehicle Inspectorate - as well as any information on acquisitions and disposals given by the licence holder.

Information from DVLA can show whether current Vehicle Excise Duty discs have been issued for these vehicles. The results of annual testing, maintenance inspection visits, and roadside spot checks (including overloading) can all be scheduled.

Links established with the police, courts, and Customs and Excise, enable up-to-date information to be listed of convictions, unpaid fines, the result of C & E fuel tests, and any other infringement of the law that could affect the suitability of an individual or company to hold an operator licence.

This new technology also has room for the traditional means of pointing the finger of suspicion at rogue operators: complaints of irregular operation of local bus services; reports of other illegal operation of vehicles; allegations indicating financial instability; checks on tachograph records; and local and national press reports of matters affecting licence holders. All are logged as part of the material potentially available to the LRB.

Any of this information may, on its own, be of no great significance. For example: that an operator has failed to tax some vehicles, or is paying off a fine in instalments; or is alleged by a competitor to be in debt;

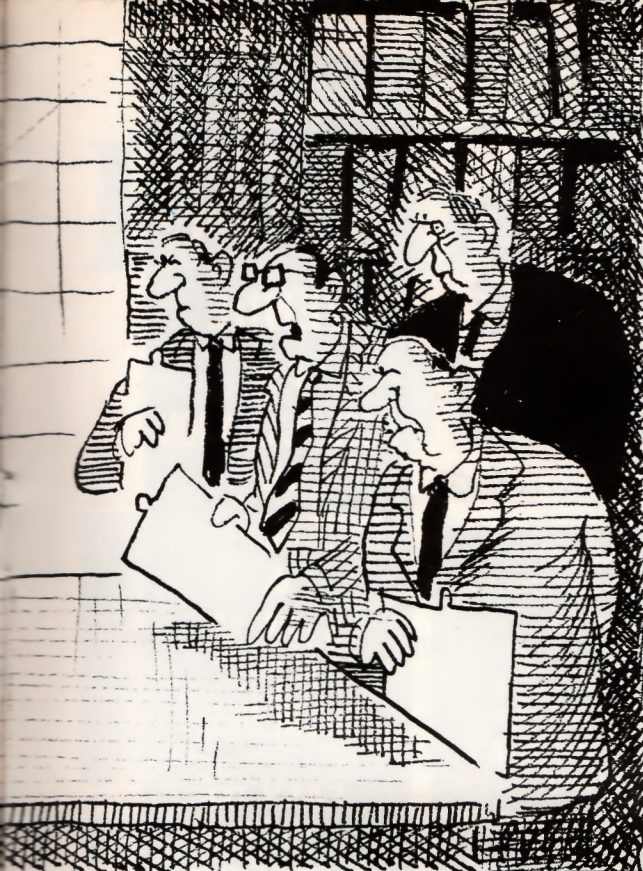
would not be seen as a pointer to financial instability. However, if all three factors were present and the age profile of the fleet was in decline and the maintenance record suddenly showed a turn for the worse; the LRB might well deem it timely to review whether the operator was fulfilling the undertakings given at the time the O-Licence was granted.

The Licence Review Board has no powers whatsoever to discipline an operator. Its options range only from letters of enquiry and/or warning, through asking the operator to attend for interview with either the clerk or the commissioner, to recommending to the commissioner that the O-Licence should be reviewed at Public Inquiry.

Links established with police, courts, and Customs and Excise, enable up-to-date information to be listed of convictions, unpaid fines, the result of C&E fuel tests, and any other infringement of the law

From watching it at work, it is clear that the LRB is no rubber-stamping body. Taking perhaps 20 minutes or more on each licence where the volume of black marks gives the LRB Secretariat concern, the panel will discuss the seriousness of the infractions to arrive at a consensus view of which action is considered most suitable.

It was particularly noteworthy that the primary approach of the panel was to discover if there were steps that could be taken to bring the apparently troubled operator back into line. It was only where this approach had been tried to no avail, or it was believed to be doomed to failure, or where the degree of the problems was such that public safety was in jeopardy; that a course



YOUR BUS ? "

of action likely to lead to disciplinary measures was decided upon.

It was in fact, made clear that the pre-LRB procedure whereby conduct or performance of a licence holder which was so grave that the only option was to call the op-

erator in for Public Inquiry, was still followed, without being delayed by processing through the LRB. The value of the LRB lies not in detecting the obvious, but in pulling together all the various short-comings of licence holders to discover whether, taken as a whole, they indicate an operator with problems meriting treatment or investigation.

It cannot be doubted that this leads to better use of Traffic Area and Vehicle Inspectorate resources by targeting them on problem operators. It also recognises the long-standing views of responsible operators - that it is the proper task of the industry regulatory body to bring fringe operators into full and honest compliance, or, if they resist this process, to take away their ability to compete unfairly and bring the industry into disrepute.

A minority of operators resist all helpful attempts to guide them towards proper operating practice. They are likely to see the LRBs as potential instruments of victimisation. In fact, they are quite the opposite, for the broad composition of the panel denies the possibility of success to any individual in the regulatory organisations conducting a vendetta against a particular licence holder. The fact that the LRB has no power itself to

discipline removes further, any possibility of group-based victimisation: as disciplinary action against the licence still lies in Public Inquiry with a right of appeal to the Transport Tribunal, replete with the rules of natural justice that require the call-up letter to fully specify the matters to be considered, and the decision based only on facts established by the inquiry.

But operators concerned about informa-

Operators concerned about information stored for possible production to a Licensing Review Board should be aware that it is subject to the Data Protection Act 1984

tion stored for possible production to a LRB should be aware that it is subject to the Data Protection Act 1984: ie persons or organisation concerned have a right to know what information is logged about them and to challenge its accuracy.

In summary: LRBs appear to be an effective way of making sure that ignorance of extraneous matters by the Traffic Area will no longer shield problem operators from a warning that their licence may be at risk unless they put their house in order; LRBs are cost-effective for the Traffic Areas, with a consequential cost benefit to the industry in limiting fees charged; and LRBs progress the expressed wishes of responsible operators for licence standards to be upheld.



European Transmission Services

Semi-Auto & Fully Auto Transmissions for PSV & HGV

NO CATCHES, NO GIMMICKS, NO FUSS

The solution to all of your semi-auto and automatic gearbox problems is just a phone call away!!!

JUST TRY THESE EXAMPLES FOR SIZE

1. Pneumocyclic semi-auto's supplied and fitted nationwide from £500.00. ie National MK1 and Leopard. With 12 months unlimited mileage guarantee. We come to you!!!!
2. Bristol VR supplied and fitted complete with 12 months warranty at £800.00
3. Mercedes 811D (W4B 035) automatic gearboxes overhauled - £1850.00. 12 months guarantee including removal and refit.
4. Mini, midi and maxi from £500.00.
5. ZF Ecomat, Voith, Allison, etc.

We also supply and fit: Axles, diffs, mitre boxes, angle drives etc.

For more information contact Paul or Alan (The Fat Snakes) on:

0924 420731

Unit 11A, Lady Ann Business Park, Lady Ann Road, Batley WF17 0PS
Telephone & Fax: (0924) 420731 Mobile: (0831) 669310

MALCOLM LYNCH

Solicitors

are pleased to have advised the management and employees on the

EMPLOYEE BUYOUT

of

HARTLEPOOL TRANSPORT LIMITED

June 1993

MALCOLM LYNCH are commercial solicitors specialising in ESOPs, employee ownership and employee benefits.

For further information please contact Robert Postlethwaite at Malcolm Lynch, Vassalli House, 20 Central Road, Leeds LS1 6DE. Tel: 0532 429600. Fax: 0532 342080.

DURON™

A PEDIGREE PRODUCT FOR PEACE OF MIND

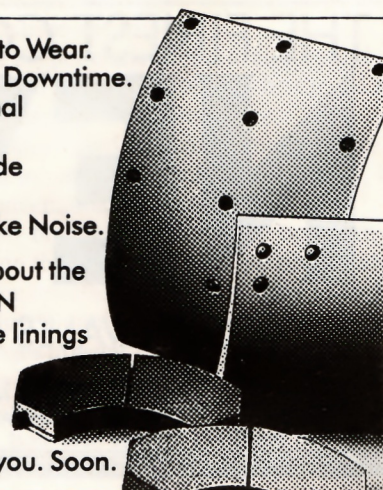
BELACO Limited, Chapel-en-le-Frith, Stockport SK12 6JP. Tel: 0298 816139

© DURON is a trademark of Brake Linings Limited.

A Division of T&N plc **T&N**

- High Resistance to Wear.
- Reduced Vehicle Downtime.
- Excellent Frictional Stability.
- High Level of Fade Resistance.
- Low Level of Brake Noise.

To find out more about the pedigree of DURON asbestos free brake linings and disc pads, request a DURON representative to make a stop for you. Soon.



Enjoy the true beauty of glorious Bicton Park

ALL INCLUSIVE PRICE



Landscaped gardens from around the world – Italian, American, Alpine, Oriental.

The Fabulous Forest – Children's indoor activity area.

Glass House displays includes Bicton's Famous Tropical Palm House.

Stroll along our lakeside paths.

Fun World and Adventure Playground with putting and crazy golf.

Countryside museum – see how we've preserved our heritage.

Take a trip through paradise on our woodland railway (25 mins).

Relax in our restaurant.

Bicton Park

East Budleigh, East Devon,
EX9 7DP Tel: (0395) 68465



GLORIOUS DEVON'S COUNTRY GARDEN

TORQUAY LEISURE HOTELS

DERWENT ▲ VICTORIA ▲ TOORAK
CARLTON

The Group Specialists

- ▲ UK's PREMIER Bowling Holiday Centre
- ▲ THE LEADING Dance Holiday Hotel
- ▲ OVER 100 Theme & Special Activity Breaks
- ▲ UK's TOP HOLIDAY DESTINATION

Let us tell you more!

Call Vicky Hinchliffe for our
Group Information Pack

0803 291222

THE
No. ONE
VENUE

FOR
ACCOMMODATION

ENTERTAINMENT

& LEISURE
IN THE
SOUTH WEST

EASY TO
BOOK

EXCELLENT
GROUP RATES

FREE FACILITY
VISIT



Come and Sample CIDER!

....and find out how it's made

at the TAUNTON CIDER VISITOR CENTRE
NORTON FITZWARREN, NEAR TAUNTON

Pre-booked parties MON-SAT 11.00 am, 3.00 pm, 7.00pm SUN 11.00am

- Guided Tours of Working Cider Mill
- Exhibition & Museum

For further details contact The Visits Organiser,
Mrs Linda Howe Tel: **0823 332211** (daytime)

North Dartmoor Museums Trust

MUSEUM of
DARTMOOR LIFE

MUSEUM of
WATERPOWER

West Street,
Okehampton, Devon.
Tel: (0837) 52295

Set in large old mill with
waterwheel. Craft & gift
shops, Visitors Centre &
tea rooms in courtyard.
Extensive new displays.



Open Easter – End Oct Mon-Sat and
Suns June – Sept. Parties welcome
(preferably by arrangement).
Coach parking nearby.

Finch Foundry
Sticklepath, Okehampton.
Tel: (0837) 840046

Working 19th century edgetool
works. See unique machinery
powered by 3 waterwheels. Gift
shop, cream teas & country
walks.



THE FINEST COASTLINE AND BEACHES IN EUROPE

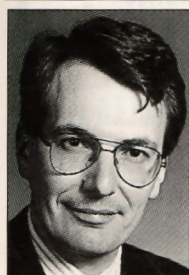
NEWQUAY

CORNWALL'S PREMIER HOLIDAY RESORT

FURTHER INFORMATION FROM: TOURISM, OFFICER, BOROUGH OF RESTORMEL,
NEWQUAY, CORNWALL. TELEPHONE: (0637) 875171 FAX: (0637) 879081.



Having the will to avoid tax



Owners of most businesses generally enjoy 100 per cent relief from inheritance tax when they gift the business, whether in their lifetime or on death. But did you know it's possible to use this 100 per cent relief twice, so as to double the value of assets which can be gifted free?

John Liddington (left) investigates



THE last thing on the mind of anyone running a transport business is making a will. But making a will can be very important for business owners as a means of saving tax on death. This is because you have an opportunity to save tax which is not open to anybody else.

How is the tax saving achieved? The answer is that the owners of most businesses generally enjoy 100 per cent relief from inheritance tax when they gift the business, whether in their lifetime or on death.

This is a very valuable benefit because, in the case of all other assets, inheritance tax is payable at 40 per cent above £150,000.

What is not widely known is that, with proper planning, it is possible to use the 100 per cent relief twice, so as to double the value of assets which can be gifted free of inheritance tax.

By this means it is possible to use business assets to avoid tax on non-business assets. In the right circumstances, even wealthy business owners can sometimes avoid inheritance tax altogether.

Consider Mr and Mrs Newco who run a successful coach business. They have paid off their borrowings and are drawing substantial profits from the business which they are investing in the Stock Market. Their assets are:

Mr and Mrs Newco have been told they

	Mr Newco £000	Mrs Newco £000
House	75	75
Business	500	500
Investments	500	150
	<u>1,075</u>	<u>725</u>

should consider giving away some of their investments to their adult children. This is because, if they survive the gifts by seven years, they will avoid the inheritance tax that would otherwise be payable by death.

But the investments contain large gains. If

Mr and Mrs Newco gave them away, capital gains tax would be payable. They, therefore, do not do so.

Mr Newco dies first leaving everything to his wife. There is no inheritance tax to pay because gifts between spouses are exempt from tax.

After her husband's death, Mrs Newco continues to run the business, though the day-to-day management is undertaken by others.

Mrs Newco dies three years later. Her property passes to the children. The inheritance tax on her death is:

This may seem a not unsatisfactory out-

Business owners with the right will can save tax on death

plus £500,000 paid by Mrs Newco).

The result of these arrangements is that no inheritance tax is payable on Mrs Newco's death.

It may be said that Mrs Newco should not divest herself of the investments in this way, for she may need them, eg to meet nursing home bills.

The answer to this is that she is a potential beneficiary of the trust. Consequently, the investments in the trust can be paid out to

	Assets £000	Inheritance Tax £000
Business (qualifying for 100 per cent relief)	1,000	-
House and investments (subject to inheritance tax @ 40 per cent above £150,000)	800	260
	<u>1,800</u>	<u>260</u>

come but the young Newcos do not consider it at all satisfactory. For they have been advised that, had two steps been taken, the tax bill could have been reduced from £260,000 to nil.

One step is for Mr Newco to leave his share of the business and the tax-free 'nil-rate band' of £150,000 to a suitable trust for the potential benefit of Mrs Newco and the children.

This will not give rise to tax on his death because his interest in the business qualifies for 100 per cent relief, and the £150,000 is within the tax-free band.

The other step is for Mrs Newco, after her husband's death, to buy her late husband's share of the business from the trust for its market value of £500,000.

The effect of this is that Mrs Newco ends up owning the house and the business, and the trust ends up owning £650,000 of investments (ie £150,000 bequeathed by Mr Newco

her at the trustees' discretion if that ever proves necessary.

The moral is that owners of businesses which potentially qualify for 100 per cent relief from inheritance tax (and most do) would be well advised to review their assets and their wills to ensure that:

- The 100 per cent relief is available and
- The 100 per cent relief can be turned into 200 per cent by being used twice.

Sophisticated technical provisions are required to pave the way for this strategy, and few conventional wills contain these.

Few business owners have begun to appreciate the remarkable tax privileges which their businesses enjoy, or to take advantage of the tax planning opportunities which these privileges present.

● **John Liddington** is a tax planning and wills partner at London Solicitors Speechly Bircham, Bouverie House, 154 Fleet Street, London, EC4A 2HX, tel 071 353 3290.

KING ARTHUR TARKA THE OTTER THOMAS HARDY

Just some of the possible themed West Country itineraries. Coupled with the natural beauty and wealth of history and heritage on offer, the opportunities are infinite in this, Britain's most popular region.

For free advice and information on any aspect of Group Travel in the West Country, and to reserve your free copy of the 1994 edition of the Travel

Trade Handbook contact

Judy Graydon at the

West Country Tourist Board

60 St Davids Hill, Exeter, Devon EX4 4SY

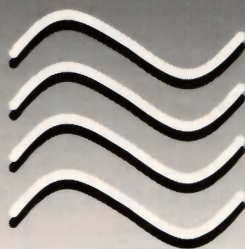
Telephone: 0392 76351

Fax: 0392 420891



AVON • CORNWALL • DEVON • DORSET • SOMERSET • WILTSHIRE

NAVY DAYS 1993



Devonport

PLYMOUTH

AUGUST BANK HOLIDAY

SAT 28 - SUN 29 - MON 30
LOTS OF ACTION!

ALL TYPES OF ROYAL NAVY SHIPS
FLYING DISPLAYS

RIVER ACTION

DRAGON BOAT RACING

FIELD DISPLAYS

THE ROYAL MARINES

COMPETITIONS & RAFFLES

FUN FAIR

THE RED ARROWS

(28th & 30th August)

FAMILY TICKET £10

ADULT £4 - CHILDREN/OAP £2

DISCOUNTS FOR ADVANCED BOOKED PARTIES

OPEN 9.30am - CLOSE 6.00pm

FREE PARKING

FOR INFORMATION contact HMS Drake,
Navy Days Office - Tel (0752) 555914



TURNPIKE

Turnpike Leisure
St. Mary's Chambers,
1-3 Chantry St., Andover
Hampshire SP10 1DE
Telephone: (0264) 337071
Fax: (0264) 338007

GROUP HOLIDAYS IN GREAT HOTELS

Attractive all-round packages

Special group rates

No single supplements

Complimentary place for drivers

Primary UK holiday locations

Cut here and return to Suzanne Butcher at the above address

Please send me more information on Group Holiday Hotels:

Name:

Company:

Address:

.....

.....Post Code:

Tel No:

Fax No:



GC 480
Information and contact: Mr. Antonio de Castro

Garbi, 60-62
08397 PINEDA DE MAR
(Barcelona) Spain
Tel. 010343.767 17 07*
Fax 010343.767 18 50

CATALAN TOURS are a tour specialist offering you packages to Spain, Portugal and Morocco. Our tours are linked to the ferry ports of Northern Spain.

	Nr DAYS	PESETAS
CANTABRIA and PICOS DE EUROPA (Santillana del Mar, Santander, Covadonga and lakes)	4	14.550.-
MADRID AND SURROUNDINGS (Burgos, Segovia, El Escorial, Madrid, Toledo, Aranjuez)	5	26.500.-
MADRID, BARCELONA and NAVARRA (as previous Tour plus, Zaragoza, Barcelona, Pamplona)	8	42.735.-
SPAIN and PORTUGAL (Burgos, Figueira, Porto, Coimbra, Fatima, Lisbon, Madrid)	8	43.700.-
NAVARRA, CATALONIA and LA RIOJA (San Sebastian, Pamplona, Barcelona, Logroño)	5	23.900.-
PANORAMIC of SPAIN (Madrid, Córdoba, Sevilla, Jerez, Gibraltar, Torremolinos, Granada, Benidorm, Zaragoza)	8	40.750.-

In all our Tours we use only 3 or 4 stars Hotels. Prices are on Halfboard and local guides are included where stated. Please ask for more information, and we will send you a complete description and itinerary of the chosen Tour. Most of the Hotels offer Breakfast-Buffer

TOURISM in the West Country appears to have suffered the slings and arrows of outrageous fortune more than other regions in recent years.

Always popular with families, the West Country underwent a boom in the Sixties and Seventies.

Roads were clogged, beaches packed and hotels and guest houses full in high season.

A run of bad summers followed by the worst recession for decades took some of the gloss off the tourist trade.

However, now is the time to take stock and realise that the West Country has much to offer the coach operator.

Here are some of the principal attractions:

The cities of the West Country range from the mighty sea port of Bristol to the tiny city of Wells with its wonderful cathedral and the moated Bishop's Palace.

All roads lead to **BATH** in Avon, where the baths, the magnificent late 15th century abbey and the Georgian terraces attract the crowds in their thousands each summer.

Over at **BRISTOL** you can plug into the high-tech world with a visit to the new Exploratory Hands-On Science Centre.

Another living history lesson is at **PLYMOUTH**, where the city's Dome has an exhibition tracing the fortunes of the port and its most famous sons and daughters - including Sir Francis Drake, the 16th century explorer.

The West Country boasts some of the finest scenery and coastlines in the land. The National Parks of Dartmoor and Exmoor are delights to visit on sunny days.

Exmoor, of course, is Lorna Doone country and you can visit the outlaws' supposed haunt in the wooded Lank Combe Valley.

The mild weather makes the

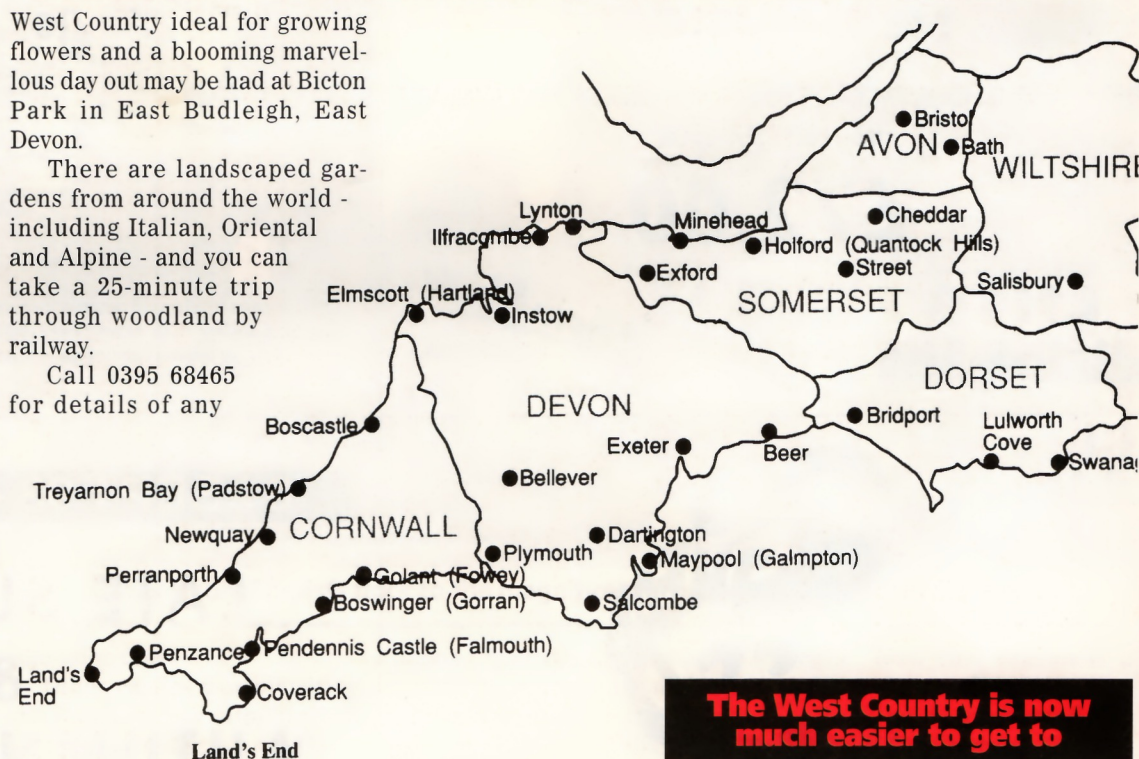
Westward ho to the land of opportunity

Improvements in the road network have made it easier for coach operators to visit the West Country. WILLIAM GOLDEN tracks down the obvious, and not so obvious, attractions

West Country ideal for growing flowers and a blooming marvelous day out may be had at Bicton Park in East Budleigh, East Devon.

There are landscaped gardens from around the world - including Italian, Oriental and Alpine - and you can take a 25-minute trip through woodland by railway.

Call 0395 68465 for details of any



The West Country is now much easier to get to

group arrangements.

Caves abound in the region. The best known - and the most crowded - are the Cheddar Showcaves at Cheddar Gorge in Somerset. The coach park is only available by arrangement with the manager. Call 0934 742343.

A less crowded day out may be had at Wookey Hole Caves and Paper mill. These are about a mile and a half from Wells in

Somerset and are reputed to once have been the home of a witch! Call 0749 672243 for more information.

The West Country boasts a number of theme parks with a difference. Flambards Village Theme Park is open daily until

Flock to folk festival

THE Sidmouth International Folk Festival is held at the Devon resort from July 30 to August 6. The week-long extravaganza provides a host of attractions for the whole family.

The entertainment on offer includes the best of folk singing, dancing and music from the United Kingdom and overseas.

It's an event that grows in popularity each year, so it would be advisable to book in advance.

Call the festival box office, at 6 East Street, Sidmouth, on 0395 515134. The event's director is Mr J Dowell.



CASTLES IN THE AIR: Dumster is just one of the many delights in the West Country, a region of magic and mystery

"FROM THE ONLY AGENT YOU'LL EVER NEED FOR LONDON"



**ANDREW LLOYD WEBBER'S
NEW MUSICAL**

SHOW WORLD HOTEL PACKAGES FOR COACH GROUPS NOW AVAILABLE
WITH BEST SEATS FOR

£72.00



Show World
INTERNATIONAL

LONDON HOTELS & TRAVEL SERVICES

WOULD LIKE TO TAKE YOU ON A
MARKS & SPENCER
SHOPPING EXTRAVAGANZA

This unique and exciting offer is available to you NOW!

FOR EVERY £1000* WORTH OF BUSINESS RECEIVED L.H.T.S. WILL
GIVE YOU £20 WORTH OF MARKS & SPENCER VOUCHERS.

*(Each £500 spent entitles you to ONE TOKEN. Collect a minimum of TWO TOKENS to claim your £20 worth of vouchers).



Offer applies to all group reservations made on/after 1st July 1993 and which
are paid for by 30th November 1993. Each reservation will be treated
separately as tokens will not be issued on cumulative business.



*Craig
McLachlan*

*Debbie
Gibson*

AT THE
DOMINION THEATRE

Inclusive Overnight Packages

from **£34.00**

day trips also available

01 SEPT 93 – 09 DEC 93

**LATE SUMMER
&
AUTUMN WINTER**

Bargain Breaks

IN LONDON

3 Star hotels from **£19 p.p.**

Superior 3 Star/4 Star hotels
from **£23 p.p.**

LONDON HOTELS & TRAVEL SERVICES

Specialists in quality hotel accommodation and theatre packages to the travel trade.

London House, 19 Old Court Place, London W8 4PL

Reservations: 071-938 5344. Facsimile: 071-376 0497

A life on ocean waves

PUSH the boat out this summer and take to the high seas at Dartmouth or Plymouth.

Dartmouth hosts its annual royal regatta on August 26, 27 and 28. Serious sailors will be competing in races off-shore, while there will be road racing, golf, tennis and tug-of-war on dry land.

More information on 0803 833409.

Over at HM Naval Base, Plymouth Naval Days are held from August 28 to 30 in Plymouth. Highlights include air, river and field displays, boat trips and exhibitions, plus a chance to climb aboard navy ships.

More information on 0752 555914.

Just watch this space

TUNE into the universe and pay a visit to the Goonhilly Earth Station in Cornwall. One of the most progressive telecommunications stations in the world, Goonhilly is open all-year round, by appointment, and offers a fascinating insight into space technology.

The station is under cover and there is easy access from the

coach park. There are generous discounts for parties and drivers get free admission. In addition, there are coach washing and valeting facilities.

For bookings and more information, call 0872 45400. The Goonhilly Earth Station is on Goonhilly Downs, seven miles from Helston on the B3293 St Keverne Road.

Best of the West

October. It is a recreation of a Victorian village, complete with shops, homes and cobbled streets.

Other attractions include Britain in the Blitz and the Aeropark Collection. There are guided tours and ample coach parking. Adults pay £5.80 and children £5.10.

Call 0326 574549 for details. Flambards is at Cudrose Manor, Helston, Cornwall.

Tin mines used to cover the Cornish landscape and provide much of the county's wealth.

The only one left is at the Poldark Mine and Heritage complex, also at Helston.

Groups may walk underground and explore mining history. It is open daily until October and pre-booking for groups is preferred. Call 0326 573173.

Staying in Cornwall, no visit to the county should miss out a trip to Tintagel Castle on the north coast. These ruins dating from 400 AD offer spectacular views. Call 0840 770328 for details of group prices and



Abbey Habit: Tourists flock to the magnificent ruins at Glastonbury in Somerset

admission times.

Other castles worth visiting are Dunster near Minehead in Somerset, Pendennis Castle in Falmouth, Cornwall and Launceston Castle.

Not forgetting St Michael's Mount at Marazion in Cornwall, with its 14th century chapel and magnificent views across the bay. Call 0736 710507 for details of opening times and group booking information.

You can also recapture the past at Glastonbury in Somerset, where the ruins of the abbey dominate the town, which is reputed to be the burial place of King Arthur.

There are catering and coach

parking facilities and the hardy among the party can combine it with a trek up the Glastonbury Tor, which stands out like a lighthouse in the rolling countryside.

Booking is required for group visits to the abbey (minimum 10). Call 0458 832267.

Animal lovers will find plenty of interest way out West. If you are in Helston for a visit to Flambards, take a diversion to the seal sanctuary at Gweek.

This haven cares for sick and injured seals and sealions. New this year are exhibitions on conservation and the effects of pollution. Entry for groups (minimum 15) is £3 for adults, £1.60 for children. Booking is recommended. Call 0326 22361. There is adequate coach parking.

A topical trip could be one to Dinosaurland in Dorset this summer.

Steven Spielberg's blockbuster Jurassic Park - which opened here last week - has made dinosaurs all the rage, so get on the fossil trail at Lyme

Regis. New this season is a skeleton of a megalosaurus.

Booking is preferred for groups of 20 minimum. The cost is £1.75 for adults and £1 for children. Details on 0297 443541. Dinosaurland is open until the end of October.

State of the art

FANCY a bit of culture? Then head for the artists' colony of St Ives in Cornwall, where the new Tate Gallery has opened. There are talks and tours for groups - it will be ideal school trips. A visit can be combined with one to the celebrated Barbara Hepworth Museum and Garden.

Both venues are open seven days a week until September, plus bank holidays. Pre-booking for groups is essential.

Call 0736 796226 for further information.

Getting there

TRAFFIC problems have been eased considerably over the years, thanks to major road investment. The M5/M6 from the North and the Midlands now extends west of Exeter, while the North Devon Highway

Link connects the M5 with the Atlantic Highway into Cornwall.

Travelling from London, Devon can be reached in three hours and about 20 minutes, less than half the time it took in the early Seventies.

NEXT WEEK: The bright spots of the Black Country

COACH TOURS AND EXCURSIONS

●●● The Coach and Bus Tour ●●● The Coach and Bus Tour ●●●

THE problem with a general *Coach and Bus Week* tourism feature which covers a vast geographical region is that it can so easily ignore the splendours and attraction of one small area. Take north Devon as an example. It lies off the M5 - a long way off the M5 - yet thanks to the new link road it has been brought within reach of a whole range of coach tours and excursions.

Exit at junction 27 and follow the A361 to Barnstaple. Cross the River Taw on the upgraded A39 and your coach party can be in

Unspoilt beauty of north Devon

sight of the River Torridge bridge - all within an hour of leaving the motorway. Turn right for Westward Ho! or dip left for the town of Bideford.

From here there are some worthy options for day and half day excursions. While Bideford could act as a base, there are coach attractions within a 20-mile radius which can make the trip a worthwhile day excursion or add up to a week's tour with minimum mileage, yet maximum customer appeal.

Further along the coast lies the unspoilt beauty of Clovelly. A coach park adjacent to the entrance has its origins in the early days of coach tourism for Clovelly has held a special

appeal to generations of visitors. Although the old charabanc sheds are redundant and the splendid visitors centre awaits to swallow up visitors by the coach load, time seems to have stood still in village and harbour.

Clovelly gets a mention in the Domesday Book, flourished during the 13th and 14th centuries, but is preserved thanks to the Hamlyn family, lords of the manor.

Steep cobbled streets lead down to the harbour and motorised transport is banned. However for those who don't feel able or inclined to tackle the climb there is a Land-Rover service which takes a back route.

The village is open all day, every day - because people actually live and work there - but



Birds of prey at the Milky Way

there is a £1.50 charge to visitors so that the preservation and restoration work can be sustained. A coach party may need at least two and two-and-a-half hours for a visit, making Clovelly ideal for a half-day trip.

Literally just down the road is



Clovelly's charabanc sheds

THE COLWYN BAY HOTEL

Situated In An Enviably Position Commanding Magnificent Views Of The Sea, Colwyn Bay and The Dramatic Mountains Of Snowdonia.

- ★ All Rooms With Sea View
- ★ Excellent Cuisine, Superb Surroundings
- ★ Comfortable Lounges
- ★ Ample Coach Parking
- ★ Ideal Touring Base

CHRISTMAS 1993 ~ 3 nts £199.00 pp ~ 4 nts £239.00 pp
ALSO

LATE AVAILABILITY IN
AUGUST/SEPTEMBER/OCTOBER

EXCEPTIONAL VALUE ~ SATISFACTION
GUARANTEED

For Further Details Contact
Helen Lloyd ~ 0492 516555

RIVIERA CENTRE TORQUAY

Palm Springs



HAVE THE
TIME OF
YOUR LIFE

80° Leisure Pool with
waves and 90 metre Flume
Yellow Submarine -
Water Play Area
Entertainment and
Top Concerts
Lifestyle Health Suite
Robbie Rabbits Playden
Flicks Cinema • Roller Discos
Fast Food Diner • Restaurant
Coffee Shop and Bars



CHESTNUT AVENUE, TORQUAY 0803 299992

RIVIERA
CENTRE
TORQUAY



WOOKEY HOLE CAVES

★ **NOW BRITAIN'S No.1** ★
★ SHOWCAVES ATTRACTION ★

SPECTACULAR CAVES
TRADITIONAL PAPERMAKING
FAIRGROUND MEMORIES
MAGICAL MIRROR MAZE
OLD PENNY ARCADE



GUIDED TOUR OF THE CAVES
PARTY DISCOUNTS FOR 10 OR MORE PEOPLE
NO ADVANCE PAYMENTS REQUIRED
CREDIT FACILITIES BY ARRANGEMENT
DISCOUNTED TRADITIONAL LUNCHES
FOR COACH PARTIES
FREE COACH PARK ON SITE
£5.00 MEAL VOUCHER FOR COACH DRIVERS
EASY ACCESS VIA M4 & M5

**TWO HOURS OF MYSTERY,
HISTORY AND FUN**

NEW FOR 1993
PAPERMILL TOUR
AND CREAM TEA AT
£3.75 PER PERSON
(AVAILABLE FROM
1.10.1993 TO 25.3.1994)

WELLS, SOMERSET
WELLS (0749) 672243

OPEN 7 DAYS
SUMMER 9.30-5.30 · WINTER 10.30-4.30

FOR YOUR FREE INFORMATION PACK, PLEASE RETURN THIS
COUPON TO: THE PARTY ORGANISER, WOOKEY HOLE CAVES LTD.,
FREEPOST (LICENCE NO. BA 918), WELLS, SOMERSET BA5 2YH

NAME

POSITION

ORGANISATION

ADDRESS

POSTCODE

TELEPHONE NO. CBW

COACH TOURS AND EXCURSIONS

●●● The Coach and Bus Tour ●●● The Coach and Bus Tour ●●●



Shop and factory at Dartington Crystal

an ideal contrast for the second - or indeed first - half.

The Milky Way claims to be one of the largest undercover attractions in Devon with 10 acres of adventure playground, arenas, and picnic areas. Visitors receive a personal welcome from the Stanbury family, which with over half a million filing through last year, is no mean feat.

It is a working farm with a range of hands-on attractions

guaranteed to attract all age groups. There will certainly be something among the laser shooting, Ruku pottery, farming museum, bottle feeding, hand feeding and bird of prey centre to give your customers a talking point for the rest of their trip.

It is open daily from 10.30 am to 6 pm until the end of October and owner Trevor Stanbury has a special offer for *Coach and Bus Week* readers. Bring your first coach party free of charge.

You will find the Milky Way 100 yards off the A39, nine miles west of Bideford and two miles from Clovelly.

In a joint marketing exercise two other north Devon attractions can combine to provide another day of contrasts - again within easy striking distance of Bideford.

Dartington Crystal at Great Torrington provides a factory tour all the year round. Group book-

ings are welcomed so that visitors have the opportunity to observe skilled craftsmen blowing and shaping crystal and, in the award winning Glass Centre, see a maker demonstrating the art within a replica 18th century glass cone. Then, of course, there is the factory shop.

Just one mile south-east of Great Torrington on the B3220 lies the famous Rosemoor Gar-

den. Lady Anne Berry's internationally renowned eight-acre garden is being expanded by The Royal Horticultural Society to 40 acres.

Immediately below a new visitors centre there is a new formal garden which contains 2,000 roses in 200 varieties - but there is much more and the garden is open all year round. Don't forget to arrange a full Devon cream tea.

FACT FILE

CLOVELLY Centre, Car park, Clovelly, Bideford, Devon. Contact: Gordon Moore on 0237 431781.

MILKY WAY and North Devon Bird of Prey Centre, Clovelly, Bideford. Contact: Trevor Stanbury on 0237 431255.

DARTINGTON CRYSTAL visitor centre, Great Torrington, Devon. Contact: Valerie Harris on 0805 24233.

ROSEMOOR GARDEN, Great Torrington, Devon. Contact: Sylvia Harris or Margaret Waddingham on 0805 24067.

Other attractions:

WATERMOUTH CASTLE, Berry-narbour, Ilfracombe, Devon. Contact: Jonathan Haynes on 0271 863879.

ARLINGTON COURT, Barnstaple, Devon. Contact: James Stout on 0271 850296.

Coach hotels:

DURRANT HOUSE HOTEL, Heywood Road, Northam, Bideford, Devon. Contact: Maria Borg on 0237 472361.

THE ROYAL HOTEL, Barnstaple Steet, Bideford, Devon. Contact: R Maun on 0237 472005.

COACH TOURS & EXCURSIONS

COACHES

COACH TOURS & EXCURSIONS

TORQUAY

VILLA MARINA HOTEL

COCKINGTON LANE, TORQUAY TQ2 6QU

Overlooking Seaford (70 yards)

- ★ All rooms en suite
- ★ Open all year
- ★ Prices still from only £11 (ppn)
- ★ BB + EM, Jan/Feb/March/Oct/Nov
- ★ Mid-week, weekend, week
- ★ Choice of menu
- ★ Entertainment
- ★ Coach parking

We have everything your coach parties need
For more details call (0803) 605440
for sensible, realistic 1994 rates

(35456/CWL)

CONISTON HOTEL

BABBACOMBE

Late availability, 4 weeks from
28th August - 25th Sept.

£110 b.b. + e.m.

En suite supplement £14.

Friendly hotel, full coach, bar,
live entertainment, large dance
floor and swimming pool.

Tel: (0803) 327280

(36999/CWL)

CIRENCESTER

Happy with your current Tour Hotel?

If so - Fine!

If not - why not contact us?

Kings Head Hotel, Market Place, CIRENCESTER, Glos. GL7 2NR

66 Ensuite Rooms, Cotswold Town Centre,

Walk out to the shops, Mealstops too,

Ballroom, Coach Bay, Lift.

Contact Alex Fox or John Bannerman

0285-653322 (Fax 655103)

AA ***RAC **** ETB A FLAG INTERNATIONAL Hotel



AUSTRIA

★ ★ ★ ★ ★ ★ ★ ★ ★ AUSTRIA ★

★ We offer a reliable and ★
★ efficient service for ★
★ Coach Tour Operators ★
★ both in Summer & Winter ★

- ★ ● Adult Groups ★
- ★ ● Activity Holidays ★
- ★ ● School/Youth Groups ★
- ★ ● Music Groups & Bands ★

★ AUSTRIA INTERNATIONAL ★ TRAVEL SERVICE ★

★ Postfach 123, A-5700 Zell ★
★ am See, Austria ★

★ Tel: 01043 6542 4452 ★

★ Fax: 01043 6542 4469 ★

★ Telex: 66587 ★

(35470/CWL)

★ ★ ★ ★ ★ ★ ★ ★

NEWQUAY

SOME 1993 DATES DUE TO CANCELLATIONS



Full Olympic
2 rinks
indoor
Bowling
Green,
bowling
clubs
welcome.

Snooker, Pool, Dancing and
other activities available.

A family run hotel offering good home cooking,
magnificent position with excellent views
over Fistril and Newquay bays. 34 bedrooms,
all en-suite, tea, coffee, colour TV and heating
in all rooms.

CARNMARTH HOTEL
Headland Road, Fistril Beach,
Newquay, Cornwall TR7 1HN
Tel. 0637 872519

(32169/CWL)

NOW BOOKING 94/95

FRANCE

BOULOGNE - FRANCE

METROPOLE HOTEL

Set in the lovely village of Condette

in Forest of Harelod

* Only 80 f.f. p.p. B&B (includes

option of English breakfast)

* SNOOKER - 4 full size tables and pool

* Satellite TV

* Restaurant * Late bar

* Supermarket at 100m

* English manager

Special rate applies Nov '93 to

Feb '94, 12 to 30 persons sharing

twin or triple ensuite rooms

For further details contact

Rosemary or Trevor

Tel. 0843 860748 or

Fax. 0843 869086

(32072/CWL)

TENBY, WALES

The Belgrave Hotel, Tenby

Warm, friendly, comfortable, good food, choice menu, nightly entertainment.
All bedrooms with tea/coffee making facilities, Sky TV, most with private bathroom.

Sept 1993 4, 5 or 7 nights
from £18.50

**RING NOW
FOR 1994**

Tel: Tenby (0834) 842377 asking for Malcolm Thomas

October... 4 nights from £80 ... "Turkey & Tinsel", November and December

Tel for vacant dates



(35467/CWL)

**Do you know a hotel or mealstop that would
benefit by being in this space?
If so, ask them to call Louise: 0733 63100 x 5152**



Coolant recycling is green and efficient

RECENT legislative changes mean that it is illegal to dispose of used engine coolant into mains drainage or landfill. It is now classified as a toxic substance and must be removed from premises and disposed of by licensed carriers. This can cost up to £40 for a 100-litre drum.

Now Rozone has launched a machine which can eliminate the problem of disposal and reduce operating costs by filtering, aerating, oxidating and neutralising the impurities found in used glycol coolant, making it suitable for further use.

On a vehicle with flexible radiator hoses (minibuses and vehicles with underfloor engines),

the Rozone ARS 18/68 can be plumbed into the vehicle's cooling system. It circulates the vehicle's coolant for 15 minutes, during which time the fluid is filtered. The machine operator can check the coolant freeze point, and top up with fresh concentrate if necessary.

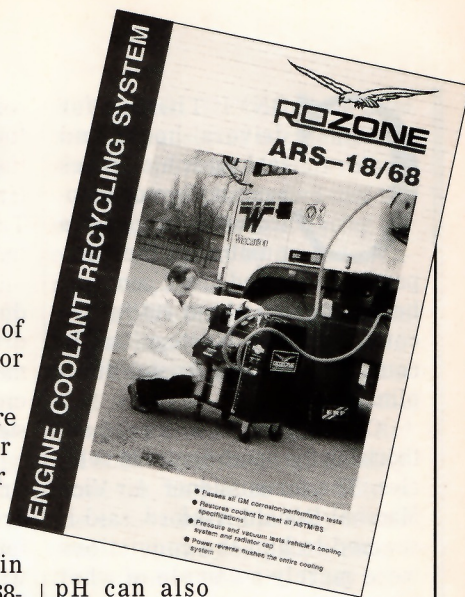
The pH is also checked, and if this has fallen it can also be corrected. The coolant is then circulated for a further 10 minutes before the pH and freeze point readings are rechecked and the system topped up. The machine can then be disconnected. Rozone says the entire process can be completed in around 30 minutes and includes a reverse flush of the entire cooling system and

pressure and vacuum testing of the coolant circuit and radiator cap.

The situation is a little more complicated on double-decker buses where there are fewer flexible hoses. However, the system can be drained as normal, and the fluid recycled in batches using the machine's 68-litre storage tank.

On top of the machine's environmental advantage, it can also substantially reduce operating costs. Rozone claims that purchases of new coolant concentrate can be reduced by up to 80 per cent - the operator is only replacing what is lost through leakage.

Careful monitoring of coolant



pH can also be of benefit for vehicles with aluminium engines. Aluminium tends to turn coolant acid very quickly, attacking all engine metals and resulting in leaking water pumps, heater cores and radiators.

Contact Rozone Ltd, Darlaston, PO Box 10, Booth Street, Wednesbury, West Midlands WS10 8JD, tel 021 526 3131.

Cost savings for customer

EUROPE'S market leader in fuel cards, DKV Euro Service, has announced a major tie-up with fuel bunkering specialists C H Jones of Walsall, which it says will result in dramatic fuel bill savings for its UK customers refuelling in Britain.

Under a recent agreement operators will be able to apply for a co-branded DKV Diesel Direct card accessing them to a network of over 400 stations in the UK. In addition, the agreement will mean savings of up to 10 per cent for the operator.

By negotiating in bulk with the oil company and delivering

direct into the Diesel Direct system, DKV will be able to reduce its price by a significant margin. It is expected that a DKV Diesel Direct card holder will benefit by a reduction of at least eight pence per litre.

John Leonard, managing director of DKV's UK operation, said: "Becoming a dealer of Diesel Direct means we can now offer all truck and coach operators, whether they be operating in the UK or internationally, diesel at extremely competitive rates."

Applying for a DKV Diesel Direct card has been kept as simple as possible. New customers simply complete a DKV Diesel Direct (DDD) application form and a DDD customer agreement along with the normal DKV card application, while existing customers need only complete the DDD form and new customer agreement.

Once accepted the customer will be issued with DDD cards for each vehicle, a list of DDD fueling stations and details of additional services should they be required now or at a later date. These include emergency breakdown services and tyre repairs.

Contact DKV Euro Service UK Ltd, 8 Sherman Road, Bromley, Kent BR1 3JH, tel 081 313 3565.



Karle Heinz Henke of DKV and Alan Laken of Diesel Direct sign the deal

Return of Duckhams

DUCKHAMS is making a return to the commercial vehicle lubrication market after a virtual absence of a decade.

Chief executive Charles Hoggins said: "An in-depth study earlier this year of the whole market confirmed our feelings that the time was now right."

"Duckhams was traditionally strong in this area and our research showed substantial recognition and goodwill remain for the brand."

A range of 40 products is planned, covering everything from major grade engine lubricants to specialist greases and cleansers.

Though total commercial lubricant sales have declined from

220 kilotonnes in 1988 to 170 kilotonnes last year - thanks largely to the recession - Duckhams has identified several major customer sectors which it believes present attractive opportunities.

"We recently contacted a nationwide list of potential distributors within the commercial and agricultural sectors and met with a very positive response," Mr Hoggins said.

"The substantial number of immediate phone calls was an especially encouraging sign, so we expect to announce the full product range launch in the near future. There will also be a strong line-up of appropriate support services."

Hoskyns wins ZUPCO contract

BUS services in Zimbabwe are to become more efficient than those in many parts of Britain thanks to a £90,000 computer contract awarded to British company Hoskyns by the Zimbabwe United Passenger Company (ZUPCO) and funded with help from the World Bank.

ZUPCO has ordered the Busman suite of software, which provides automatic optimisation of daily crew scheduling and vehicle allocation, resulting in a better service for passengers and

lower costs for operators.

The Hoskyns system will help ZUPCO manage a fleet of 835 buses operating in and around Harare.

Busman is used by 25 UK companies, but Hoskyns bus industry specialist Martyn Lewis said: "Many bus operators in Britain have yet to computerise and as a result their service efficiency lags behind that in Zimbabwe."

Contact Hoskyns, Hoskyns House, 130 Shaftesbury Avenue, London W1V 7DN, tel 071 434 2171.

CONVICTIONS for drivers' hours and tachograph offences against Clevedon Motorways Ltd and a number of the company's drivers led to the company being warned about its future conduct by the Western traffic commissioner at a Bristol disciplinary inquiry.

Clevedon holds a licence authorising the operation of 14 vehicles. The commissioner, Air Vice Marshal Ronald Ashford, said it seemed to him the convictions were merely a sample of what were quite serious breaches of the drivers' hours rules.

It also appeared there were quite significant breaches by the company's drivers on the Continent. Though those breaches might be outside the jurisdiction of the magistrates' courts, they were not outside his jurisdiction as traffic commissioner.

Director Richard Langson denied there had been any serious breach of the regulations. He

'Mr Langson said that, at the time of the offences, he had been ill in hospital. It was thought he was going to die and he eventually had a heart transplant. His son and sister took over the running of the business, but their mind was not on the job'

said that, of the seven convictions recorded against the company, two had arisen because a driver agency had failed to return tachograph charts to the company for agency drivers used between Montpellier and Spain.

They could not operate legally from this country without using agency "bottom end" drivers in Spain. Though the agency had confirmed by letter that they would not release the charts, it was not accepted by the Ministry.

Air Vice Marshal Ashford said there had been £3,500 in fines and £5,000 in costs for a whole lot of offences.

There had been no contravention of the drivers' hours rules as such, said Mr Langson. Most of the offences were either a question of a point of law or mistakes by drivers in not recording.

For example, two drivers were sent by car to South Mimms to pick up vehicles. There was no means of recording the time spent travelling in the car. The Ministry

said they could have recorded the time on the back of the chart and they did not. The driver's duty time started at South Mimms. There had been no question of trying to avoid anything.

The other convictions were down to human error. Twice a driver was told to go into accommodation at Newcastle but he decided to sleep on the coach instead.

On one of the occasions the driver changed his mind, and drove from a service area some four or five miles into Newcastle without putting a chart into the tachograph.

On another occasion a driver was in a hotel when he was asked to move his coach, which he did, driving for approximately one and a half miles without putting a chart in the tachograph. There had been no intention to be fraudulent. All the offences were a matter of minutes.

Mr Langson said that, at the time of the offences, he had been ill in hospital. It was thought he was going to die and he eventually had a heart transplant. His son and sister took over the running of the business, but their minds

Warning over hours and

were not on the job.

There was a period of eight days when the tachograph charts were not checked as they should have been. It was not a case of trying to run to Spain outside the drivers' hours limits, as many operators did.

'They did not condone illegal operation. In one instance a driver who had put his son Christopher's name on a chart had been dismissed. "We can't have such things going on," said Mr Langson. It was not a case of trying to run an illegal operation in any sense'

Air Vice Marshal Ashford said the offences had been spread between June and November 1991,

which was ahead of Mr Langson's illness.

Mr Langson said all the offences except one in November had been in June and July. The November offence had just been a mistake. The vehicle, which was en route to Swansea, had an electrical fault and arrangements were made to have the passengers transferred to a replacement vehicle at the Gordano service area.

The error was that the driver did not change the destination on his tachograph chart from Swansea to Gordano. He actually drove fewer hours than he should have done. His daughter was very ill and perhaps his mind was elsewhere.

Air Vice Marshal Ashford said he was surprised that the driver had been prosecuted if that was the case.

One year licence for 'new

HUDDERSFIELD-BASED Riversdale Transport, trading as Kenmargra '93, has been granted a new international licence for two single deckers, less than a year after Kenmargra Coaches Ltd surrendered its licence.

DoT vehicle examiner Peter Hearn told a Leeds public inquiry that, during a maintenance investigation in March, two vehicles were inspected and two defect notices were issued.

The vehicles were displaying current vehicle excise licences, which gave the impression they were being used.

The new operation seemed to be very similar to that of the previous company. The maintenance facilities and staff were the same and the new application seemed to be an attempt to start again with a clean sheet.

In August 1992 a maintenance investigation was carried out in regard to Kenmargra Coaches Ltd because of concern about their

preventative maintenance system, an immediate prohibition notice having been issued in July.

The company had had warning letters about its maintenance in December 1990 and May 1992. Seven vehicles were inspected in August. One immediate prohibition, one delayed prohibition and seven defect notices were issued.

'The prohibitions indicated a failure in maintenance. The general condition of the vehicles was poor'

The prohibitions indicated a failure in maintenance. The general condition of the vehicles was poor. Safety inspections were said to be carried out at three-weekly intervals. However, that interval had been exceeded on a number of occasions, in one case by 13 weeks.

The entrance to the company's operating centre was narrow and vehicles had to be reversed in, said Mr Hearn.

Jayne Corr, for the company, said coaches had been operated

from the company's premises for 43 years. Record sheets were not available at the time of the vehicle examiner's visit as they were at the office in Brighouse. That was why it appeared one vehicle had not been checked for 13 weeks. The inspection sheet was at Brighouse.

Vehicles in possession were being offered for sale or hire, that was the reason there were current vehicle excise licences, said Miss Corr. The new operation could not be similar to the previous company's, as Riversdale had yet to operate.

Director Mrs N E Smith said that in 1992 she and her husband decided that they wanted to spend more time with each other and their family. Consequently, they decided to sell the business of Kenmargra Coaches as a going concern. However, the letter calling the company to a public inquiry forced their hand.

At the maintenance investigation in August 1992 she had explained to the vehicle examiner that some inspection sheets were

Over drivers' convictions

Mr Langson said only two of the offences could be described as bad offences. There was an occasion where a driver collected the coach the night before going on tour, taking it home, in effect using it as a private car, without putting a chart in the tachograph.

They did not condone illegal operation. In one instance a driver who had put his son Christopher's name on a chart had been dismissed. "We can't have such things going on," said Mr Langson. It was not a case of trying to run an illegal operation in any sense.

They used feeder drivers and they tended to overspend on the number of staff they put on. They had used to do work for National Express. They complained that the company's vehicles were not going fast enough.

He was not prepared to have

Clevedon vehicles travelling at 70 mph on motorways, and they did not work for National Express any more.

The company's vehicles were limited to 62 mph and if drivers did not like it they could go elsewhere.

Christopher Langson said the offences were down to him not checking the tachograph charts as he should have done. He had been "thrown in at the deep end" when his father went into hospital. Since the convictions, they had altered the system of checking charts. If they did not get a chart from a driver he did not get paid for that day.

Richard Langson said all the tachograph charts were now checked against the individual tours. A computer system had been installed which gave the

drivers a map and detailed the route to be taken. The computer programme told them how long each journey took, and where the driver had to take his breaks. They had spent a lot of money on the computer programme to ensure that they were doing the job properly.

In reply to the commissioner, Mr Langson said he and his son personally checked the tachograph charts, using an analysing machine they had had for about 12 months.

Air Vice Marshal Ashford said the company would have been wise to have periodically sent the charts to an outside agency for checking. Mr Langson said they had approached Lucas but they had not followed it through after Lucas had closed down its Avonmouth centre.

Air Vice Marshal Ashford said it was not for him to say what operators must do, but it was the company's responsibility to make sure it had proper arrangements to ensure the drivers' hours rules were obeyed.

They had to be confident they were getting the right result, as their record was now blemished.

He believed that one of the most serious causes of accidents was abuse of the drivers' hours rules.

Mr Langson indicated that the company would look at having the charts analysed by an independent company.

Air Vice Marshal Ashford said he was happy to see the DoT Vehicle Inspectorate was well satisfied with the condition of the company's vehicles and he did not doubt their financial viability. However, he had to take note of the convictions and they would remain on the company's record for a number of years. They bore a heavy responsibility to the public to run a safe operation, and that required very close attention to drivers' hours. The company had to institute proper measures to ensure it did not fail in the future.

Though saying that, in the circumstances he proposed not to take any action, Air Vice Marshal Ashford warned that, if there was any further problem over drivers' hours, his reaction was likely to be severe.



Kenmargra

at Brighouse and she could arrange for them to be brought over.

Edward Smith said that Kenmargra Coaches had operated a lot of services and the drivers were not reporting vehicle defects as they should. There was now a driver defect book in each vehicle and if there was a fault they tore a sheet out. There was also a defect book in the workshop as a back-up system.

In 1992 they had decided they would just like to keep on with the private hire work. A local firm had taken on their contracts. The new company had not been operating. The vehicles in possession had been put up for hire or sale.

The North Eastern traffic com-

'They had two new drivers waiting to start. They been very careful to make sure the vehicles had been operated legally'

missioner Keith Waterworth said the previous company had avoided attending a public inquiry by surrendering its licence. If he had

been aware of the offer to surrender the licence, he would have refused to accept it.

Mr Smith said he knew when he surrendered the previous licence he would still be liable to be called to public inquiry. They were now applying for a licence for two vehicles to cover their work on the travel agency side, as there were not enough vehicles in the area to cover it.

They had two new drivers waiting to start. They been very careful to make sure the vehicles had been operated legally. The vehicles had been leased out and the people operating them were responsible for the maintenance.

The new company's operation would be completely different from Kenmargra Coaches. It would be different work with a different sort of vehicle. The Freight Transport Association was to inspect both ve-



Kenmargra surrendered its licence

hicles every three months and, as a quality check, the vehicles were to be put through MoT tests twice a year.

Mr Smith said vehicles were previously reversed into the operating centre because of the number they had had. There would be no need to reverse vehicles in under the new licence.

Granting the licence, with a condition on it that only single-decked vehicles could be operated, Mr Waterworth said he would want

someone to look at the entrance to see if it was satisfactory.

He was satisfied that the new system was likely to maintain vehicles in a roadworthy condition. He required to see a copy of an agreement with the FTA within 28 days. A one-year licence would test the new system and make sure that the previous difficulties did not recur.



COACH AND BUS CLASSIFIED

MARKETPLACE

INDEX

Coach Sales p 36-37

Bus Sales p 37

Minis & Midis p 37-38

Vehicle Sales - General p 38-40

Products p 40-42

Services p 43-44

Unclassified p 44-46

Appointments & Tenders p 46

0733 898111

COACH SALES

0733 898111

AEC

6 RMA's

55 seaters, with pa, coach trimmed, all tested till June '94.

£8,000 + VAT
ono per vehicle

Tel.
081-877 1722
Mr Chandler
(34789/CS/AEC)

BRISTOL

BRISTOL LHS Plaxton Supreme III

Power door, modern moquette and soft trim.
Engine recently rebuilt,
5 digit private plate.
Good condition, MoT Feb 94

£4,750 + VAT
TEL 0633 422437 (pm)
(34815/CS/BR)

DAF

1981 DAF CAETANO ALPHA, 51 recliners, power door, radio PA cassette, tinted glass, twin fuel tanks, Splitter box, side lockers, wheel discs, powerful touring coach, used on tours, MoT Nov '93. **£12,500 + VAT. Tel. 0902 735477.** (34893/CS/DAF)

1986 DAF MB230 DKFL Plaxton Paramount 3500, Tempo 100, new MoT, 51 recliners, with courier seat, in grey moquette, one owner from new, used only 6 months a year, low mileage, excellent order throughout, p/x considered. Tel. **Vale of Llangollen Travel, 0978 810070/1/2.** (34801/CS/DAF)

BOVA

BOVA COACHWORK BOVA PARTS & REPAIRS BOVA

MOSELEY (PCV) LTD

ASKERN ROAD, CARCROFT, DONCASTER DN6 8DE.
Tel: (0302) 330600 · Fax: (0302) 330606

FOR A FAST, EFFICIENT, PROFESSIONAL AND
FRIENDLY PARTS & REPAIR SERVICE

CONSULT THE SPECIALISTS

BEDFORD

1975 YRQ 45 SEATER COACH, full air brakes, power steering, recent rear axle, tested till August '93. **£1,495 ono + VAT. Tel. 0325 300604.** (34737/CS/BE)

1975 BEDFORD, 45 seater coach, Duple Dominant 500 engine, MoT Feb '94. **£1,800. Tel. 0253 826704.** (34709/CS/BE)

DUPLE YNT, 53s, 1982, MoT Feb '94, new pump, turbo, speed limiter, double glazing. **£8,000 ono + VAT - or p/ex DAF/Leyland/Dennis 88-89. Tel. Bracknell (0344) 56561.** (34711/CS/BE)

1975 YRQ 45 SEATER COACH, full air brakes, power steering, recent rear axle, tested till August '93. **£1,495 ono + VAT. Tel. 0325 300604.** (34712/CS/BE)

**1981 BEDFORD
YMT PLAXTON
SUPREME
4 EXPRESS**
MoT March '94, vgc.
£6,800 + VAT ono
Tel: **Wiltshire**
0985 213503
(35943/CS/BE)

BEDFORD

1980 BEDFORD PJK,
29 seater,
excellent condition,

brand new tyres, new battery,
alternator, electrics, brakes,
recent respray, MoT Dec '93,

£4,250 ono + VAT

For further details

Tel: 0535 630044

(Keighley)

Must sell,

space urgently required

(35791/CS/BE)



1977 BRISTOL LHS Plaxton Supreme III

30 reclining seats, MK IV front, tinted windows, curtains, new test applied for.

£4,950 + VAT

P/exchange considered.

WEALDEN P.S.V. SALES & SPARES

0892 833830

FIVE OAK GREEN, KENT

(34859/CS/BR)

BEDFORD YMT DOMINANT,
1978, 53 seats **£4,750 + VAT**

BEDFORD YLQ SUPREME,
1978, 45 seats **£4,750 + VAT**

BEDFORD YNT SUPREME,
1981, 53 seats, retrimmed and
resprayed **£11,000 + VAT**

All above prices ono

and all have long MoT

All available after 2nd July

£19,000 + VAT

for all above vehicles

Wanted - B10M 53-seater

Contact:

0896 84360

(34874/CS/BR)

DAF

1990 DAF MB230 CAETANO
ALGARVE, 49/53 seater + crew
area, demountable toilet, coffee
machine, fridge, TV/video,
radio/PA, curtains, MoT Feb '94
£59,000 inc VAT ono. Tel. 0506 871231. (35945/CS/DAF)

1988 (F) VOLVO B10M CAETANO
ALGARVE, 49/53 seater + crew
area, demountable toilet, coffee
machine, TV/video, radio/PA, cur-
tains, MoT Oct '93. **£52,000 inc
VAT ono. Tel. 0506 871231.**
(35946/CS/DAF)

1983 DAF EUROPA

53 seater, recliners,
radio/cassette/pa, MoT,
new speed limiter fitted,
clean and tidy.

Tel: 0793 751248/742251
or 0285 653882 evenings

(34875/CS/DAF)

1987 DAF DKFL CAETANO

53 reclining seats,
courier seat, mid toilet
and current MoT.

Quick sale

£30,000 + VAT

Tel: 081-453 1141

ask for Mike Margo

(34734/CS/DAF)



1985 DAF PLAXTON 3500

4 STAR EXECUTIVE,
MoT July 1994, 46 seats, TV,
video, toilet, etc, 300,000km
from new, 1 owner driver,
superb vehicle.

£40,000 ono

Tel: 061-339 8575

(34878/CS/DAF)

FORD

FORD DUPE DOMINANT II, 1980,
53 seats, air door, full year's test,
various new parts. **£4,000 (no
VAT) ono. Tel. 0268 492665.**
(34774/CS/FO)

1980 R1114 PLAXTON, 53 seater,
Bristol dome, tinted glass, power
door, side lockers, twin fuel tanks,
radio PA cassette, MoT Feb '94.
£4,500 + VAT. Tel. 0902 763880.
(34896/CS/FO)

1979 R1114 PLAXTON, 53 seater,
Bristol dome, tinted glass, power
door, side lockers, twin fuel tanks,
radio PA cassette, MoT Jan '94.
£4,000 + VAT. Tel. 0902 763880.
(34895/CS/FO)

1977 FORD PLAXTON, 53 seater,
power door, MoT July 1994,
owned from new. **£3,000 + VAT
ono. 1977 FORD PLAXTON, 53
seater, power door, MoT July
1994, one previous owner. £3,000
+ VAT ono. Contact Britannia
Travel, Telford, tel. 0952 612602.**
(34778/CS/FO)

P REG FORD PLAXTON, 45 seats,
power door, MoT Oct '93, sound
work horse. **£1,750 ono + VAT. Tel.
0279 816888 (Essex).** (34889/CS/FO)

FORD PLAXTON SUPREME, 1979,
53 seats, recent retrim, engine just
12 months old, new tyres, clean
and reliable, tested March '94.
**£5,500 + VAT. Tel. 061-653 0021 or
(mobile): 0831 472280.**
(34715/CS/FO)

FORD DOMINANT 360, Turbo, 45
seats, MoT Jan '94, good con-
dition, surplus to requirement.
£2,500 ono. Tel: 059 788 232.

T REG FORD PLAXTON, 53 seater,
new MoT, very good condition.
**£4,850 + VAT ono. Tel: 041 885
2076.** (34769/CS/FO)

OWING TO FLEET RESTRUCTURE WE OFFER FOR SALE FORD 83 RIIS PLAXTON PARAMOUNT

53 seats, MoT April 94, FSH, supple-
mentary heating. Seats retrimmed
spring 92 (Grey and Stripes)
exterior Grey. V.G.C.

£16,250 + VAT

Tel: **Silverwing - Hull**

0482 899121

0482 899683 A/H

(34886/CS/FO)

LEYLAND

85 LEYLAND DOYAN EXEC, 51,
demountable toilet, TV, long test.
Offers: **86 LEYLAND CUB OPTARE,**
Service bus, 33 + standees, low
mileage. Blythwood Motors,
Glasgow on 041-221 3165 or 041-
639 6107 anytime. (34908/CS/LE)

1980 LEYLAND LEOPARD, 53
seats, Duple 3, tested Nov '93.
£7,500 + VAT. Tel. 0698 834714.
(34877/CS/LE)

1986 LEYLAND TIGER 245 Plaxton
Paramount 3500, 51 recliners, with
courier seat, in grey moquette,
one owner from new, used only
6 months a year, low mileage,
new MoT, in excellent order
throughout, p/x considered. Tel.
**Vale of Llangollen Travel, 0978
810070/1/2.** (34802/CS/LEY)

1983 (PP) LEYLAND TIGER/PLAXTON PARAMOUNT 3500

49R + courier, TV, video,
rear toilet, hot water boiler,
curtains, headrest covers,
new MoT.

£28,500 + VAT ono

Tel: 0726 822303

(34883/CS/LEY)

1985 P/P LEYLAND Royal Tiger
Doyen, manual box, full exec, cen-
tre toilet, continental door, wired
for TV and video, reconditioned
engine fitted 12 July 1993, excel-
lent condition. **£25,000 ono. Tel.
0789 292630 day, 0789 266750
eves.** (34855/CS/LE)

0733 898111

COACH SALES

0733 898111

BUS SALES

LEYLAND

LEYLAND
TIGER 245

1985, 48 plus courier,
ZF 6 speed, good condition,
March '94 MoT,
full exec spec,
Duple Caribbean II
£21,000 ono + VAT

Tel: 051 678 4000

(34857/CS/LE)

LEYLAND TIGER
1982 DUPLÉ

Private Plate, 46 reclining seats,
toilet, radio cassette P/A.
MoT May 94, Semi auto, in daily
use, clean tidy vehicle.

£13,000

+ VAT ono

TEL: 0708 631001 (day)
081 530 5344 (eves)

(34891/CS/LE)

LEYLAND
ATLANTEAN/
ALEXANDER

1979, 72 seats, dual
entrance, Voith automatic
and retarder, new test.
£6,500 ono + VAT

LEYLAND
LEOPARD N REG

Service bus, semi auto,
power steering,
MoT April '94.
£4,250 + VAT

All in everyday use

Tel: 0204 668112

(34888/CS/LE)

MERCEDES



NEW WRIGHTS ALUSUISSE

LATEST MERCEDES CHASSIS SPEC FULL STAGE/DIPTAC EQUIPPED
811D 33 seater + 14 standees early delivery

Tel/Fax 021 415 5111 2 lines Mobile 0831 857111
BIRMINGHAM BUS CENTRE LTD, BIRMINGHAM B29 2LR

(35827/CS/ME)

NORTH MANCHESTER
COMMERCIALS LIMITED.

Available - for early delivery

Mercedes 709D - 27 seats, Wrights Alusuisse body built to
DPTAC specification.

Also 86C Mercedes 307D, 12 seat PSV coach **£5,995****061-2306808**

Eves/weekend 061-427 2658 Mobile 0836-549534

MERCEDES SERVICE BUSES
AVAILABLE NOW. 709D, wide
power door, 29 + 7 standees, also
7 days delivery 811 manual and
Allison auto with 33 + 12 standees.
MERCEDES COACH SPEC IN
STOCK NOW. 609, 709, 711 + 814D
with 24-33 coach seats, boot,
power door, used Mercedes from
85-93. Part exchange welcome.
TEL. BLYTHSWOOD MOTORS,
GLASGOW ON 041-221 3165 or
041-639 6107 anytime.

(34907/CS/ME)

MERCEDES 609, 1991 H Reg, 23
seater, Reeve Burgess conversion
coach, with boot, service door and
radio, MoT Dec '93. **£21,000 + VAT.**
Telephone: 0786 824205.

(34725/CS/ME)

PLAXTON

1976 FORD PLAXTON SUPREME,
all parts going cheap, including
glass and 53 seats. Telephone:
0730 (West Sussex) 813304.

(34726/CS/PLA)

SCANIA

NEW SCANIA K113 VAN HOOL ALIZEE

NEW SCANIA K113 PLAXTON PREMIERE 3500

NEW SCANIA K93 PLAXTON PREMIERE 3200

1990 VOLVO B10M DUPLÉ 320, 57 seats, radio P/A cassette

1990 G SCANIA K113 PLAXTON PARAMOUNT 3500, 53 recliners, double
glazed, radio P/A cassette1988 F SCANIA K112 PLAXTON PARAMOUNT 3500, 49/53 reclining seats,
Telma, demountable toilet, double glazed, radio P/A cassette1988 E SCANIA K112 VAN HOOL ALIZEE H, 49/53 reclining seats, Telma,
demountable toilet, double glazed, radio P/A cassette1989 F TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A
cassette1988 TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A
cassette1987 D TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A
cassette1985 C VOLVO B10M LAG GALAXY, 49 recliners + courier, Webasto, toilet,
continental door, 6 speed, radio P/A cassette

1985 B BOLVO B10M CAETANO, 49 recliners, toilet, drinks machine

1982 FORD DUPLÉ, 53 seater

1976 FORD DUPLÉ, 53 fixed seats, MoT'd

WANTED - VOLVO VAN HOOL 84/85 MUST BE IN GOOD CONDITION.

Reliable Vehicles Limited

SCOTISH
DISTRIBUTORS

TELEPHONE: 031-333 2362

FAX: 031-335 3158 (34882/CS/SC)

TOYOTA

OCTOBER 1992, 21 seat Optimo,
as new, approx 38,000k, used only
on exec class work, only being
sold as we now need a larger exec.
Substantial saving on new price.
Tel. 0383 726398, ask for David,
Scotland. (34833/CS/TO)

TOYOTA OPTIMO, 21 seats, 1989,
MoT April '94, cream exterior,
brown and orange interior, very
appealing little coach, vgc. **£21,500**
+ VAT ono. Tel. 0245 320598
(Essex). (34724/CS/TO)

OVER 6,500 WAYS to make
money. That's how many top deci-
sion makers in the coach and bus
industry PAY to receive Coach and
Bus Week. For more details ring
(0733) 63100 NOW.

SCANIA K112 JONCKHEERE P599,
exec, 1985, servery, video/tv,
blinds, toilet, double glazing,
bunk, Telma, Webasto, 49 reclin-
ing seats, plus 4 spare doubles,
tested until 3/94, very clean and
tidy, maintained by us. **£36,500**
ono. Plus various other coaches
for sale. VOEL COACHES,
N/WALES. Tel. 0745 570309.

(34787/CS/SC)

VAN HOOL

1985 9mtr VAN HOOL
FULL EXECUTIVE

28 seat or 20 at tables
Full width rear servery
Toilet + Video + Fridge
Immaculate condition
All white exterior

£48,000 + VAT ono

Tel: 0920 871900

(34821/CS/VAN)

VOLVO

B10M VOLVO VAN HOOL ALIZEE,
48 seater, rear toilet/washroom,
fridge, hot water, TV, bunk, Telma,
excellent condition, MoT Nov '93,
sold with new MoT if required.
£38,500 + VAT. Eastons Coaches
(Norwich) 0605 48253.

(35790/CS/VO)

1980 VOLVO B58 DOMINANT II,
53 seats, Express doors, Bristol
dome, good condition. **£10,500 +**
VAT ono. P/X minibus considered.
Tel: 0932 254795. (34702/CS/VO)

1985 VOLVO C10M, 49 recliners,
toilet, fridge, drinks machine, air
conditioning, TV + video, excellent
condition. **£43,000 ono.** Tel. 0978
720171. (35942/CS/VO)

1983 VOLVO B10M
PLAXTON PARAMOUNT 3500

49 seater, toilet, TV, video,
air conditioning,
drinks machine and seat tables,
new gearbox just fitted,
just been repainted
both sides, tested March '94,
excellent condition.

£34,500 + VAT

Tel: 061-653 0021
or (mobile): 0831 472280

(34714/CS/VO)

VOLVO

VOLVO, late 83 B10M Berkhof
exec, 49, toilet, TV. Offers. 79
VOLVO B58 UNICAR, tested Aug,
retrimmed seats, ZF box. **£5,500**
ono. Blythswood Motors,
Glasgow on 041-221 3165 or 041-
639 6107 anytime. (34906/CS/VO)

1982 B10M VIEWMASTER, 11mtr,
long MoT and tax. Best 1982
vehicle you will ever see,
exceptionally low mileage. Tel.
0383 726398, ask for David,
Scotland (available for viewing in
London 18/7/93-24/7/93).

(34832/CS/VO)

1980 VOLVO B58 PLAXTON, 53
recliners, power door, radio PA,
side lockers, semi auto, MoT Dec
'93. **£12,500 + VAT.** Tel. 0902
763880. (34894/CS/VO)

1986 VOLVO
B10M ALGARVE

53 recliners, o/s
continental door, radio
pa, etc. MoT 12/93.

£40,500 ono

Tel: 041 941 2843

(34884/CS/VO)

1987 VOLVO B10M
Plaxton 3500

49 seater, toilet, fridge, video,
TV monitor, drinks machine
Eberspacher.
MoT 19/5/94

£56,500 + VAT

E.V. WING & SON
SLEAFORD 0529 302473

(34876/CS/VO)

BUS SALES

SINGLE DECKERS

1975 BRISTOL LH, 43 seat ECW
bus body, ready to work, with new
MoT till July 1994. **£2,500 + VAT.**
Tel. 03552 35292 (Glasgow).

(34754/CS/SD)

MINIS & MIDIS

MINIBUSES

1988 15 seater, Transit, petrol,
good MoT. **£4,000 + VAT ono.** Tel.
091-265 6747. (34910/MM/MB)

★ ★ ★ CONCEPT COACHCRAFT ★ ★ ★

Leyland DAF 400 Series high spec, lux 16 seater minibuses, high top.

EXCELLENT VALUE FROM £16,995 + VAT

Leyland DAF 400 Series, high spec, lux 16 seater minibus, high top,
dual purpose, wheelchair lift, COF for 5 wheelchairs + 2 passengers

EXCELLENT VALUE - £20,995 + VAT

Talbot LWB High Top, Diesel, 16 seat luxury minibus, based on a
Window Van. **£15,795 + VAT**

Finance arranged subject to status

Further details ring Ray on 061-232 0129 Day
061-456 9747 Eve/Wkd

(34900/MM/MB)

DOUBLE DECKERS

1969 DAIMLER FLEETLINE, double
decker, 72 seats, Gardner engine,
new to Cardiff Corp in 1969, all
original, would suit enthusiast or
group for preservation, Class V
MoT. POA. Tel: 0222 756764 or
0850 556747. (34880/BS/DD)

1978 LEYLAND ATLANTEAN,
MCV body, 75 seats, 5 speed
semi, front entrance, new test. Tel.
0422 375893 or 0836 778777.

(34911/BS/DD)

1979

LEYLAND
ATLANTEAN 680

Vorth, 2 door, 3
Alexander, 3 Park Royal,
New MoT

Tel: 0226 722052

(34885/BS/DD)

LEYLAND DOUBLE
DECKER BUS - 1972

Converted & fully fitted out as a
mobile training centre.

9KVa Generator supplies power &
light for work stations

Independent heating

(Eberspacher - Diesel)

Functional mobile phone,
kitchen

Garaged in North London

MoT Feb 94. RFL End July 93

Now surplus to our
requirements

Ideal for similar usage.

Further details from & sensible
offers to:

PETER BARFIELD

or

ANGELA CLARKE

Focus Limited

Cockfosters, Herts, EN4 9EB

Tel: 081 441 9300

35792/BS/DD

MINIS & MIDIS

MINI COACH

1986 CAETANO VIANA, 22 seats,
tidy but engine needs some
attention, test August '93. **£7,500 +**
VAT ono. Tel. 0827 712287.

(34862/MM/MNC)

MINIBUSES

TRANSIT, C Reg '85, petrol, 14
seater, SLD, good condition, PSV
tested till March '94. **£2,750 + VAT.**
Tel. 061-620 8008. (34752/MM/MB)

TRANSIT, D Reg, new shape,
diesel, 12 seater, good condition,
PSV tested till Oct '93. **£3,750 +**
VAT. Tel. 061-620 8008.

(34753/MM/MB)

0733 898111

MINIS & MIDIS

0733 898111

VEHICLE SALES - GENERAL

MINIBUSES

MAZDA E2000 F reg '88, 14 seater with seatbelts, sunroofs, Eberspacher heater. (Tacho for good measure.) MoT till Oct '93. Versatile and very good condition. **£4,000 ono + VAT. Must be seen.** Tel: 0634 725867. (34904/MM/MB)

FORD TRANSIT E reg '87, 16 seater, 2 litre petrol, very good condition, 11 months MoT, recently fitted seatbelts. **£4,000 ono + VAT.** Tel. 0634 725867. (34903/MM/MB)

1987 20 Seater 2.5L Diesel FREIGHT ROVER DORMOBILE, taxed & tested, many new parts, recent reconditioned engine and pump, seats & bodywork good. **£3,500 ono.** Tel: 0524 52432. (34717/MM/MB)

1981 FORD DORMOBILE MINI-COACH, 16 seater, petrol, coach-built back, 11 months PSV test, taxed, good strong motor, ready for work. **£1,000.** **1981 FORD REEBUR**, 16 seater, petrol, overdrive, HB seats, no MoT. **£1,000.** **B Reg TWIN WHEEL TRANSIT PETROL**, 11 months MoT & tax, non PSV. **£1,000.** Or exchange any or all. All plus VAT. Tel: 0602 323145. (34890/MM/MB)

1992 K Reg LEYLAND DAF 400 TURBO, power steering, 16 seats, TV and video, 11 months old, 13 months warranty to run, only done 19,000 miles, plain white. **£14,000 + VAT.** Tel. 061-653 0021 or (mobile): 0831 472280. (34716/MM/MB)

FREIGHT ROVER 350 '86 Diesel
16 seat PSV Bus

£3,000
+ VAT ono

Tel: (Belfast)
0232 815454

(34782/MM/MB)

WANTED
Minibuses
required with
wheelchair lifts
Tel:
0353 740245

(34849/MM/MB)

CONNAUGHT P.S.V.

Agents for Auto Bus Classique
IMMEDIATE DELIVERY

MERCEDES Benz 410D, 16 seater, all forward facing seats, side emergency exit.

EARLY DELIVERY
MERCEDES Benz 814D 33 seats, exec 711D 25 seats, exec 609D, 23 seats, van conversion with deep boot

USED
1987 E REG MERCEDES 609D, 24 seater

1987 E Reg MERCEDES 307D, 12 seater

1987 D Reg MERCEDES 609D, 26 seater

ALL VEHICLES ARE AVAILABLE FOR VIEWING IN DONCASTER

Telephone Steve Peach
(0302) 770863; (0836) 551020
Fax: (0302) 771666
(34902/MM/MB)



IMMEDIATE DELIVERY

MERCEDES 609D, hi spec, 26 seater, power door, luggage racks, quad vents, radio cassette, full soft trim. **£35,500 + VAT**

DAF 400, hi spec, 16 seater
Diesel **£17,750 + VAT**
Diesel, PAS **£17,950 + VAT**
Turbo Diesel, PAS **£18,750 + VAT**

FORD TRANSIT, 150, diesel, semi, hi roof, 16 seater, hi spec **£17,650 + VAT**

Tel: 0322 228538 David
0302 328888 Harry 0452 728771 Brian
(34901/MM/MB)

GARTMORE COMMERCIAL VEHICLES

1986 FREIGHT ROVER 350, Minicoach, 16 high back seats, tested Aug, excellent condition. **£3,500 + VAT ono**

TRANSIT 130, 14 seat, 2 hr, petrol 1987 D, Tested Sept 93, **£3,000 + VAT**

MERCEDES 609D, 1989, 24 seater coach, power door, luggage pen, tested Dec. 93. **£19,500 + VAT**

MERCEDES 609D, New, unregistered, 26 seater coach, glider door P.O.A

Tel 0877 2395
or 0831 657544
SCOTLAND

(34892/MM/MB)

1983 508D MERCEDES, 19 high back seats, tinted windows, curtains, MoT March '94, vgc. **£4,500 + VAT ono.** Tel. 0254 887878. (34823/MM/MB)

SHERPA, 1988, 16 seater minibus, newly repainted, not sign written, good condition throughout, should be seen. **£5,500 ono.** Tel. 0932 828250. (34781/MM/MB)

1984 MERCEDES 307D, 12 high back seats, tinted windows, 5 speed box, tested June '94, good condition. **£4,995 + VAT**

1981 MERCEDES 207D, 12 high back seats, tested Sept '93, good condition. **£2,995 + VAT**

Tel. Sheffield
0742 333319

(34784/MM/MB)

VEHICLE SALES - GENERAL

VEHICLES WANTED

TWO 53/57 SEATER COACHES, must be in good condition, on Volvo or Leyland chassis, 1980 onwards. Tel. 0928 572108. (34765/WA)

IVECO, 21 seater, Elme coach works, any condition considered. Tel. 0359 240291, after 6pm. (34766/WA)

WANTED: LEYLAND TIGER or Volvo 245, Plaxton 3200, 53 seats, with long MoT. Up to **£25,000.** Tel. 0449 678378. (34710/VSG/VW)

WANTED: 25-39 seater coach, year '78 onwards. Tel. 010 3534 125351. (34727/VSG/VW)

Do you have a redundant quality coach with no work? Our sightseeing company would like to hire, for use on our "O-Licence", or take over lease payments on a modern high-floor 49 seater coach with WC/water boiler.

Contact:
City Vision Tours Ltd
071-790 1460

(34898/VSG/VW)

WANTED
55/57 seater coaches, must be in good condition, anything considered (1981 upwards), preferably Volvo/Leyland.

No silly prices
Tel. 061-476 4558
or 0836 384255
(34728/VSG/VW)

VEHICLE SALES

GIRLING COACHES OF PLYMOUTH Day 0752 698569 Eve 0752 794180, 1976 BEDFORD PJK, 29 seater, 330 engine, dem/air door, November MoT **£2,500 + VAT ono.** 1975 J Series BEDFORD, 330 engine, 20 seats, Caetano body, new MoT. **£3,000 + VAT ono.** 1981 FORD, 16 seater, petrol, MoT May '94, **£1,500 + VAT ono.** 1980 FORD, 16 seater, diesel, MoT Oct '93. **£1,500 + VAT ono.** 1987 RENAULT TRAFIC, 13 seater, MoT June '94, **£3,000 + VAT ono.** All above vehicles are PSVs. (34760/VSG)

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty
or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 7 standees, wide power door and aisle, dip tac Stock.

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, 12 standees, 1100mm glider door, Dip Tac, wide passage, auto, Allison box, or manual, 7 days.

NEW MERCEDES 814 diesel, extended coach built, luxury coach spec, power swivel door, large boot, racks, in stock.

NEW MERCEDES 711 Turbo, 25 lux, boot, power swivel door, stock.
NEW 711 Turbo, 28 luxury, boot, P swivel door, armrests, early.

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette, 2 weeks. Also 26 manual door, stock.

NEW MERCEDES 410 early 408D, 16 high back face forward seats, stock.

NEW MERCEDES 709, manual, 29 + 7 standees, stock.

NEW MERCEDES 811, 33 + 12 standees, Allison auto or manual, 7 days.

NEW MERCEDES 814D, coach spec, 33 seats, in stock.

NEW 711 Turbo, 25 luxury, boot, P swivel door, arm rests, stock.

NEW MERC 609D, 26 sts, coach spec, stock.

NEW MERC 609D, 24 c/seats, p/door, boot, 7 days.

NEW MERC 410D, 16 coach seats, 2 weeks.

NEW TRANSIT 16 power door, high roof, coach or service spec, + standees, early.

NEW TRANSIT, diesel, 8 seats, Taxi pack + luggage, stock.

NEW TRANSIT 16, diesel, 5-speed, s/door, in stock.

NEW TRANSIT, 15 seats, 5-speed, diesel, stock.

NEW TRANSIT 16, diesel, sliding door, coach seats, high roof, coachbuilt, stock.

NEW DAF 400, diesel, 16 PSV, hi spec, stock.

NEW DAF 400, 16 PSV, high spec, stock.

NEW MERCEDES 709, 24 underfloor tail lift, power door, 2 weeks.

NEW MERCEDES 408 Luxury, 16, stock.

NEW MAZDA, 14 diesel, PSV, white, stock.

NEW MERCEDES 208, diesel, 12 + driver, psv, front entrance, stock.

ALL OPEN TO REASONABLE OFFERS

93 MERCEDES 709, 24 coachbus, p door

92 ALEXANDER IVECO, double deck, 81 seats, ZF auto, Telma, kneeling, 21,000K as new.

92 LEYLAND DAF, diesel, 12 PSV, side door

91 TALBOT 12, PSV, diesel

91 TRANSIT 16, diesel, PSV, low mile

91 MERC 609, 26 seat, testing

90 TALBOT TRAILXLE, 22 + 7 service bus

89 IVECO, coachbuilt luxury 20 recliners, power door, only 53K, rear engine, new test.

89 LEYLAND DAF 16, low roof, PSV.

89 TRANSIT 14, PSV, Deangate, diesel

89 MERCEDES 408 D 16, low mile, new test

89 MERCEDES 208, 12 seat, diesel

89 LEYLAND DAF, 16 coach (Talbot engine), low roof.

88 F MERCEDES 709, 21 seat, coach spec.

88 E MERCEDES 609, 23 seat, coach spec.

88 TRANSIT 16, power door, high roof, tested

87 TALBOT 14, diesel psv, no test.

87 MERCEDES 811 Turbo, 26 seats, tested.

87 MERCEDES 811 Turbo, 27, PSV.

86 IVECO, 19 + 7 standees, service bus, manual box, tested. Available 2 weeks.

86 FREIGHT ROVER OPTARE, 16 seat, coach spec.

86 LEYLAND CUB 33 service bus, auto, power steering, low mileage.

86 RENAULT DODGE, 23 Reebur, service bus, manual box.

86 TRANSIT Diesel, crew bus, 13 seats.

86 RENAULT DODGE, 20 + standees, large entry door, auto, power steering, + 23 Reebur, manual.

86 LEYLAND CUB OPTARE, 16 seat, 33 plus standees.

85 TRANSIT 12 LWB, petrol, PSV.

85 LEYLAND DOYAN SA, exec, 51 + demountable, TV video, new test, 400k only. Reasonable offers.

84 MAN ASTRON, 60 seats, TV, toilet, full spec, tested.

84 NEOPLAN MERC, 75 seat, full spec, V10 man box, new test.

84 DAF JONCKHEERE MB200, Full exec

83 VAN HOOL ASTRAMEGA, double decker, executive, Mercedes engine, manual box with new test.

83 VOLVO B10M BERKHOFF, 49, toilet, TV.

83 VOLVO DUPLER CARIBBEAN, 53 recliners

83 DODGE R BURGESS, diesel, auto, 17F door.

82 GOLDLINER B10 VOLVO EXEC, 46, toilet and servery, large windows, new test.

82 VOLVO GOLDLINER, 53 recliners, d/glazed, courier, large windows.

82 VOLVO B10 GOLDLINER, 51 recliners, express windows, requires test.

82 BEDFORD, 29 Plaxton, p door.

82 V DENNIS LANCET, service bus, Alexander, Dip tac, 51 + 24 standees.

79 FORD 45 Duple II, tested

79 V VOLVO Duple II, 48 rec, toilet, tested.

79 FORD TURBO Duple II, 35 seats, tested.

79 V VOLVO UNICAR, 53 seat, tested.

78 LEYLAND Duple Express, no test.

78 SEDDON ALEXANDER, service bus, 51 + standees, Gardner engine, s/auto.

77 SEDDON GARDNER, s/auto, service bus

76 LEYLAND AEC, 45 Plaxton, no test.

WANTED FOR CASH - MINIBUSES & MIDIBUSES - ALL MAKES & SIZES.

IMMEDIATE HP SETTLEMENT

Tel. 041 221 3165

or 041 639 6107 Eves

OPEN 6 DAYS INCLUDING SATURDAY

(35828/VSG)



WESTERN COMMERCIAL

NEW

609 MERCEDES, 20 seat luxury, coach seats, power door, would suit tail lift if required (stock).

814 (D) MERCEDES, 33 seats, coachbuilt, full luxury, power door, deep boot (1 week)

USED

1986 (C) FORD TRANSIT, diesel, 16 seats, stage carriage.

1983 (Y) 307 MERCEDES, 12 seats, high roof, luxury.

(37242/MM/MB)

BRIDGE STREET, NEWBRIDGE,
NR EDINBURGH

CONTACT JOHN LEITCH ON 031-333 2001
OR EVENINGS 0357 21888

KIRKHAM MINI BUS CENTRE

SPECIALISTS IN NEW CONVERSIONS TO NEW AND
LATE MODEL VEHICLES

BELOW, ALWAYS IN BUILD OR
FOR IMMEDIATE DELIVERY

1990 RENAULT MASTER LWB HI TOP DIESEL, 16 HI BACK COACH SEATS, FULL UNDERFLOOR LUGGAGE AREA, SEAT BELTS AND MANY, MANY EXTRAS **£13,995**

1990 VOLKSWAGEN LT35 HI TOP LWB DIESEL, 8/10 EXECUTIVE SWIVEL, RECLINE LUXURY SEATS, TINTED WINDOWS, IDEAL CONFERENCE LUXURY BUS **£13,995**

1990 VOLKSWAGEN LT35 HI TOP LWB DIESEL, 16 HI BACK LUXURY COACH SEATS, SOLID, ROOMY, RELIABLE, SUPER BUS WITH ALL THE LUXURY BENEFITS **£13,450**

1990 TRANSIT 190 LWB DIESEL, 16 HI BACK LUXURY SEATS, BELTS, SALOON LIGHTING, REAR WARNING BUZZER PLUS A HOST OF EXTRAS, SUPER VALUE **£12,450**

1990 LEYLAND DAF 400 DIESEL LWB HI ROOF, WITH OR WITHOUT SIDE DOOR, 16 FORWARD FACING HI BACK SEATS, BIG ROOMY MINI BUS/COACH **£11,950**

1989 FREIGHT ROVER 200 DIESEL, 8/11 SEAT TAXI BUS, HI BACK SEATS, LAPS ETC. **£6,995**

ALL THE ABOVE TO COIF, OVER 30 BUSES IN STOCK

For use as Airport Bus, Contract Work, School Bus, Tours etc.etc.

For more information Contact John Smith on

0772 684597

Custom Designed Craftsmen Built

12 months warranty, 12 months COIF, sign written to your name

All inclusive in cost of bus (35864/MM/MB)

BLACKPOOL ROAD, KIRKHAM, PRESTON, LANCS.

VEHICLE SALES

1981 Bedford PJK, 20 seats & wheelchair, MoT Jan '94£2,500
2 x 1985 Transit, 16 seats & 5 standees, new MoTs£3,250
1988 Transit, 14 seater, MoT Sept '93Offers
ALL PLUS VAT
Tel: 0495 310747
Eve: 0495 291753
 (34706/VSG)

1986 Leyland Tiger Duple Caribbean,
 49/51 seat executive (with rear demountable toilet), exceptionally low mileage vehicle with full maintenance history
£39,950
 1990 'H' Plate MAN 10/180 Jonckheere Deauville, 37 recliners plus courier seat.
 A mint condition superb low mileage touring coach.
£65,000
Steel's Luxury Coaches
Tel: 0943 830206
ADDINGHAM
 (34818/VSG)

OWING TO FLEET RESTRUCTURE the following vehicles are for sale.
N REG DUPLÉ DOMINANT BEDFORD, 53 seater, will have new MoT. £3,000 + VAT ono. S Reg PLAXTON SUPREME FORD, 53 seater, power door, MoT Dec 1993. £4,000 + VAT ono. T Reg DUPLÉ DOMINANT 2 BEDFORD, Cummins engine, 57 seater, MoT March '94. £7,500 + VAT ono. Tel. 0942 884844 day, 061 790 9976 eve. (34759/VSG)

1976 DAIMLER, 76 seater, MoT expired£2,500
1988 FREIGHT ROVER, 16 seater, MoT '94£5,000
1978 BEDFORD, 53 seats, MoT '94£3,000
1978 BEDFORD, 29 seats, MoT expired£2,200
1978 BEDFORD, 29 seats, MoT '94£2,500

Tel: 0792 774411
ASK FOR MR. BURNS
 (34713/VSG)

Surplus to requirements
BEDFORD 500
 V reg. Clean and tidy, MoT Nov 93, ready for work
ONLY £4,000 ono + VAT
FORD 45 SEATER bus.
 Clean and tidy, 12 months MoT, ready for work
£1,990 + VAT
Tel. 0207 71792
 (34863/VSG)

WEST YORKSHIRE BUS & COACH SALES

BUSES FOR HIRE
 Double Deckers and Single Deckers
COACHES FOR HIRE
 Standard and Executive Coaches
 All available for daily and long term hire at competitive rates

RECOVERY
 24 Hour PSV and HGV Recovery
SALES
 1975 up to 1982 Leyland Leopards from£3,500 VAT
 DAIMLER FLEETLINE DOUBLE-DECK, 76 seater buses, S & T regs, all with new test certificate, choice£4,750 VAT

Telephone: (0532) 556236...556300
Mobile: (0831) 804319
Fax: (0532) 360943

PRODUCTS

AUDIO & VIDEO

SOUND AND VISION SYSTEMS MANUFACTURERS Agents Required
 PA Systems, Monitors, Mics
 Videos, Radio/Cassettes.
14" Monitor + Bracket + video from only £599

NTAV Ltd.
 UNIT 4, HORIZON PARK, MONA CLOSE, VALLEY WAY, SWANSEA
 TEL & FAX 0792 310281
 (35948/P/AUD)

AUDIO & VIDEO

PSV PRODUCTS

Suppliers of radio/pa, TV/video and coach catering and sanitation equipment.

Radio Cassettes From £45.00
PA Systems From £199.00
Replacement Microphones for any make of PA £22.00
Televisions From £250.00
Monitors 10"-20", any colour built to suit your coach £450.00
Full TV/Video Installations From £850.00
Drinks Machines From £275.00
Full In-line Boiler Installations (suit toilet, top, etc) From £650.00
Electro Magic 24V Toilet From £325.00

BLAUPUNKT EXCHANGE SERVICE

We have stocks of all front and side windows to fit the Dubrava range of coaches.

Please ring for prices

OPEN 7 DAYS A WEEK

Tel: 061-707 3202

89 Barton Lane, Eccles, Manchester



1987 D FREIGHT ROVER

Carlyle

Sherpa LWB, 2.5 diesel, 20 + 2 standing moquette seats, electric entrance doors, destination blinds, full test from date of purchase, taxed
Price reduced to £4,250

We always have available a selection of 16-25 seater service buses - Priced from £2,500 upwards.

1986 (PP) VOLVO B10M, Mk II Caetano Algarve, 49/53 recliners, demountable toilet, courier seat, brand new TV, video system, radio PA£43,000 + VAT

1990 G FORD engined Freight Rover, 20 seater service bus, Carlyle C2 body, fitted with Transit Di engine and 5 speed box, power door, cloth interior, destination blinds, long MoT, taxed£10,000 + VAT

1987 DAF BOVA FUTURA, high floor new type front, 12 months test, silver & blue, 49 recliners and courier, double glazed, curtains, centre toilet, continental door, driver's bunk, 2 monitors and video fitted, air conditioning, excellent condition£55,000 + VAT

1987 D Reg FREIGHT ROVER, Carlyle Sherpa LWB, 2.5 diesel, 20 + 2 standing, moquette seats, electric entrance doors, destination blinds, Jan 94 test£4,000 + VAT

1992 (K) TOYOTA OPTIMO II, 21 seater, coffee machine, latest spec, radio PA, balance of warranty£38,000

MAZDA, 14 seater, diesel, new engine, full length roof rack, one owner from new£5,250 + VAT

1988 TOYOTA OPTIMO, 19 seater, coffee machine, driver's suspension seat, 6 months old, cost approx £550, Blaupunkt radio/cassette/PA, replacement parts£20,000 + VAT

1992 K LEYLAND DAF 400 Turbo, power steering, 16 seater, luxury Minibus, TV, video, very hi spec, ring for details£14,000 + VAT

1987 D FREIGHT ROVER, 16 seat service bus, test Jan 94£2,750 + VAT

1985 C FORD TRANSIT DI, 16 seater service bus, full year's MoT, cloth interior£3,200

1977 R Reg BEDFORD DUPLÉ DOMINANT II, choice of two, 49 or 53 seater, both with long MoT's & ready for work£3,750 each + VAT

Would potential purchasers please ring before travelling to Manchester, as a number of vehicles are in regular, daily use and can be made available at a mutually convenient time.

(34860/P/AUD)

BUS AND COACH SALES MANCHESTER
061 787 7045
OPEN 7 DAYS

Vehicles for sale due to fleet update

1988 (E) MERCEDES 609D, 24 seats, white, large boot, racks, stereo/PA, North West conversion, 280,000km, one owner, vgc£14,250 + VAT
1990 (H) MERCEDES 408D, white, high roof, stereo, high spec, choice of two, either 12 seats + tables or 15 seats, one owner, excellent condition£10,995 + VAT
1986/7 FREIGHT ROVER CARLYLE, 20 seater, power doors, white, choice of two£3,950 + VAT
1982 (X) MERCEDES 508D, 19 seater, boot, white£3,750 + VAT
1984 (A) MERCEDES 609D, 27 seater, white£6,950 + VAT
1992 (J) TALBOT EXPRESS, M2M, 11 seater or 8 seater with luggage space, white, 30,000 miles£6,950 + VAT

All vehicles are taxed and tested with service records

0895 230643 Heathrow (34868/VSG)

VANGUARD BUS AND COACH SALES

1984 Duple Laser Tiger 245, 51 reclining seats, repainted and painted in 2 pack gloss white, excellent condition, MoT June '93£20,000
1984 Duple Laser Tiger 245, 51 reclining seats, good condition, MoT June '94£18,000
1983 Plaxton Paramount 3500 Tiger 245, 51 seats, new MoT, good over all cond£20,000
1983 Plaxton Paramount 3500 Tiger 245, 51 seats exec, MoT Dec '93, good over all condition£21,750
1979 Dominant II Leopard 680 S/A, MoT June '94£6,000
1978 Ford Dominant II, 53 seater, MoT expired, good contract vehicle£2,250

P/X considered, finance available, existing HP settled (subject to status).
SHORT AND LONG TERM HIRING AVAILABLE
CONTRACT COACHES FROM £30 + VAT A DAY
COACHES FROM £50 + VAT A DAY

Contact: STEVE COOK on (COVENTRY) 0203 490669
Fax 0203 643355 Mobile 0831 155071 (35512/VSG)

WARWICKSHIRE COUNTY COUNCIL

Applications are invited for the following vehicles:

A) BEDFORD COACH

Model YLQ
Body Plaxton
Seating 45
Registered 1978

Ideal driver training or school contracts vehicle

B) LEYLAND NATIONAL BUS

Seats 49 seat overall capacity, partially fitted "Unwin" wheelchair/seat tracking and Ratcliffe wheelchair step lift.
Registered 1975

This vehicle is fitted with high ratio coach axle.

Both vehicles are to be sold by tender and may be inspected. An appointment to view can be arranged by telephoning (0926) 412885.

Tenders should be sent in writing to the address below by Monday 16 August 1993.

R A Bedding, Client Transport Officer, Warwickshire County Council, PO Box 43, Shire Hall, WARWICK CV34 4SX

(34905/VSG)

AUDIO & VIDEO

Lenco Lenco Lenco

VCP - 9975

This high quality video player is only 260mm (10 1/2") deep, so fitting it in to dashboard compartment of the Setra and many other coaches is a very simple job. Available to work on either 12v or 24v, so even wiring is simplified.

● Lenco VCP 9975 12v Video £235.00 + VAT

● Sanyo 14" T.V./Monitor 24v £260.00 + VAT

ORDER BOTH UNITS TOGETHER ONLY £450.00 + VAT

● Single unit P.A. and Radio/Cassette £160.00 + VAT

● 20" Monitor with bracket £450.00 + VAT

RADIOAUTO ELECTRONICS Tel: 081-420 1943
25, Parkfield Avenue, Harrow, Middx. HA2 6NR

ACCESSORIES

M&H COACHWORKS Ltd

FIRE EXTINGUISHERS 1.5kg BCF to BS5423 c/w gauge + bracket £31.50
NEW 1 litre foam extinguishers to BS5423 c/w gauge + bracket £27.50
FIRST AID KITS PSV spec within vinyl case £16.50
NO SMOKING stickers, double sided, £0.87 each
EMERGENCY EXIT stickers, white on black, £0.77 each
FIRST AID stickers, white on green, £0.77 each
FIRE EXTINGUISHER STICKERS, red on white, £0.87 each
WINDOW HAMMERS small, £2.30
C.P. BUDGET LOCK COVERS, 3 hole fixing £1.65 each
'T KEYS' £1.35 each

All above plus p&p + VAT
MINIMUM ORDER £5.00
LEEDS (0532) 441671
(37140/P/ACC)

FILTERS

FILTRATION CONTROL

"The One Stop Filter Shop"

For ALL your filter needs

Tel: 0604 671100

or

Fax: 0604 671101

(37105/P/P)

COACH EQUIPMENT

FRENZEL interior

Hot and cold water systems filter coffee machines, inverters, microwaves & refrigerators

DESIGN & INSTALLATION SERVICE CONTACT

AD COACH SYSTEMS LTD

TEL. (0260) 279575 FAX. (0260) 299054

(31940/P/CEQ)

ENGINES

EAGLE ENGINEERING (GB) LTD

Specialists in quality reconditioned diesel engines

FREIGHT ROVER 2.5

FORD 360T

BEDFORD 500 + 500 TURBO

Also Leyland, DAF, Perkins, etc.

All prices are service exchange and subject to VAT

Tel: 061-877 8264

(34757/P/EN)

SEATS

SET 53 PLAXTON SEATS, grey chevron pattern, fair condition. £400. Tel. 0203 685744/0788 833466.

(34723/P/SEA)

TICKET EQUIPMENT

13 WAYFARER 2's ticket machines, complete with driver modules. Tel. 0602 783730.

(35794/P/TIC)

REGISTRATIONS

£99 IIL 7547 IIL 7548 IIL 8067 NIW 3785 NIW 8289 PJI 6286 TIB 4573 TIB 4574 TIB 4574 YXI 8438 £109 IIL 7550 IIL 7551 NIW 8540 NIW 8541 PJI 6430 PJI 7754 PJI 2573 RJI 2574	RJI 3380 RJI 1247 RJI 2157 RJI 2158 RJI 2159 RJI 2160 TIB 4573 TIB 4574 TIB 3446 TIB 5112 TIB 3433 TIB 3435 OIW 2333 OIW 2334 AAZ 6232 AAZ 9091 AAZ 9096 AAZ 8778	"BAZ" PLATES IN SEQUENCE £199 AAZ 8777 ABZ 1733 FIW 2144 LXI 9044 MIW 3671 SIB 8590 PJI 6622 UXI 9028 YOI 3547 YOI 4170 HIL 6408 HIL 4076 GIB 5894 HIL 6770	KRH 924Y MJI 8792 HGO 5T SOI 4489 TIA 8164 XOI 2800 XOI 8600 XOI 8607 XOI 8608 £299 BXI 133 UZ 9314 SIA 841 £399 406 CBU 780 HKA 368 AOX EIL 1100	3-7 Day Transfers from £149 IIL 6250 NIW 6520 OIW 1611 OIW 1612 PJI 9139 RJI 1633 TIB 2396 YXI 2745 £425 686 CXV OMK 319 GSV 472 2316 KX UY 5768
---	--	--	--	--

Tel. (0642) 360066 Fax. (0642) 550500



PO Box 20, Norton,
Cleveland TS20 1YZ

Free lists - 20,000
plates on computer
Money back guarantee
24 hour Answer Service

(29748/P/REG)

VEHICLE SPARES

1987 MCW, high floor, single deck, complete, but needs new block for engine, Voith gearbox fitted, all body parts etc, all mechanical parts available. Offers for complete vehicle. Tel. 0909 550480.

(34786/P/VEH)

WESSEX NATIONAL LTD

have a selection of Scania Coach parts available, including a reconditioned K112 engine.

Offers accepted for the job lot. For further information please ring Mike Osborne on

Bristol 558433

(34721/P/VEH)

VEHICLE SPARES

S & R TRANSMISSIONS

We offer a complete range of gearboxes + differentials for all makes of PSV + commercial vehicles. 12 months guarantee plus free delivery + collection

Wolverhampton 0902 352461
Beds 0582 404564
Birmingham 021-556 0767
Fax 0902 453676
(36867/P/VEH)

Complete set of Unicar Glass and Seats plus SOME body spares

Sensible offers to:

Peter Meadows of Bowens
66 Fazeley Road,
Tamworth,
Staffs
Tel: (0827) 60011

(34718/P/VEH)



DELTA DIESEL SERVICES L.L.C.

MERCEDES ENGINES
Delta Diesel Services L.L.C.
Mercedes Benz Specialists,
Manchester

Full remanufactured units for 609D, 709D, 811D available ex stock with comprehensive warranty.

FULL WORKSHOP FITTING FACILITIES

Phone (061) 787 9200
Fax: (061) 787 8416

(30384/P/VEH)



DIESEL ENGINEERING

Specialists in the supply and overhaul of PSV and commercial vehicle gearboxes and differentials.

ZF
VOLVO
DAF
MAN
LEYLAND
MERCEDES
BOVA
ROCKWELL



NEOPLAN
MCW
SPICER
EATON
LAG
SETRA
ASTRAL
SEMI AUTO
& AUTO

12 MONTHS
WARRANTY
NATIONWIDE
DELIVERY



(0703) 652288

FAX: (0703) 651199

FITTING SERVICE AVAILABLE

(34768/P/VEH)

NATIONAL ENGINES

UNLIMITED MILEAGE

3, 12 or 18 MONTHS WARRANTY

from

£1,895.00
& MANY OTHERS
(On-site Fitting Service Available)

ActionForm Ltd

0902-714242 or 744943

NATIONALLY
KNOWN FOR
NATIONALS

0733 898111

PRODUCTS

0733 898111

VEHICLE SPARES

SPECIALIST RECONDITIONERS OF P.S.V. GEARBOXES
Z.F. • VOLVO • DAF • AEC • EATON • BEDFORD 542/476

GEARBOX CENTRE Ltd

ALL RANGES 24 hr TURNAROUND
16 MONTHS WARRANTY - FREE NATIONWIDE DELIVERY
 (0278) 787777 • MANCHESTER 061-833 2594 NORWICH (0603) 259320 • LONDON 071-734 5044

(35598/P/VEH)

WANTED FOR CASH REDUNDANT BUSES

Large stock of second-hand spares available
 Daimler, Leylands, A/Ls, AECs, Bedfords, Fords,
 Nationals and Bristol VRTs.

**Breaking 29 seater Dominant
 and Van Hool Alizee**

TREVOR WIGLEY & SONS LTD

THE PROFESSIONAL PSV DEALERS
(0226) 723147 - 5 lines

Mobile: (0836) 581848. Fax: (0226) 700199.
 Night Lines: (0226) 203294/716479
 Carlton, Nr Barnsley, South Yorkshire

(31946/P/VEH)



ALLSPARES

GOUGHS TRANSPORT DEPOT, MORESTEAD,
 WINCHESTER, HAMPSHIRE, ENGLAND
 TEL (0962) 715566 / 715555 / 777669

FAX (0962) 777667 / 714868 TLX 477179

VOLVO LEYLAND DAF BOVA DENNIS SEDDON SCANIA
 BEDFORD FORD MAN PERKINS MERCEDES RENAULT
 DODGE IVECO GARDNER BRISTOL DAIMLER

DIESEL ENGINES
 CYLINDER HEADS
 CYLINDER BLOCKS
 CRANKSHAFTS
 CAMSHAFTS
 DIFFERENTIALS
 AXLES
 GEARBOXES
 TRANSFER BOXES
 AUTOMATIC
 PNEUMOCYCLIC
 MANUAL
 CON RODS
 PISTONS & LINERS
 GASKETS
 FUEL INJECTION PUMPS
 INJECTORS
 STARTERS
 ALTERNATORS
 TURBOCHARGERS
 COMPRESSORS
 WATER PUMPS
 POWER STEERING
 RAMS & PUMPS
 HALF SHAFTS
 HUBS

*** SPECIAL OFFER ***
 DIFFERENTIALS
 LEYLAND LEOPARD
 LEYLAND TIGER
 AEC RELIANCE
 FROM £450

*** SPECIAL OFFER ***
 NATIONAL II ENGINES
 GOOD USED TESTED
 £1500 EXCHANGE OR
 £1750 OUTRIGHT

*** SPECIAL OFFER ***
 HYDRACYCLIC GEARBOXES
 RECOND EXCHANGE £1750
 USED TESTED EXCHANGE
 £1000
 FAULTY UNITS £500

*** VOLVO CONVERSION KITS ***
 FOR NATIONAL & TIGER
 OPERATORS

WE ARE LARGE ENOUGH TO MEET YOUR REQUIREMENTS
 BUT SMALL ENOUGH TO APPRECIATE YOUR BUSINESS

(35755/P/VEH)

P.V.S. (BARNSELY) LTD

REQUIRE LARGE QUANTITIES OF
 REDUNDANT VEHICLES
 TOP CASH PRICES PAID
 WE WILL COLLECT

*Large stocks of quality spares
 for most makes of engines,
 gearboxes, diffs, axles, p. shafts,
 glass, etc, etc*

Good selection of ready for work
 vehicles available
 Ring up to date stocks

Telephone 0226 722052
 0226 725003
 (eves) 0226 710620
 Fax 0226 700261

Established since 1960

(The reliable PSV Dealers) (37178/P/VEH)

DUPLE LASER II

complete rear toilet and
 compartment for sale
 with all fittings, etc.
 Can possibly be seen
 in coach before removed.

£450 ono

Tel: 061-476 4558
 or 0836 384255

(34729/P/VEH)

VOITH Transmission Specialists

For VOITH service,
 full overhaul or cost of repair

OMNIBOX carry a selection
 of overhauled VOITH
 transmissions including
 METROLINER 864G and 854G

For more
 information tel:

0246 456154

(30392/P/VEH)

GEARBOXES, DIFFS AND STEERING BOXES

Service Exchange - Repairs - Secondhand

★ 24 hour turn round ★ 12 month warranty
 ★ Nationwide collection and delivery
 ★ Competitive prices - PHONE US NOW

0905 795955

(34788/P/VEH)

GRIMLEY TRANSMISSIONS

Established 1948

AVON DIESELS

RECONDITIONED
 ENGINES
 HEADS
 BLOCKS
 CRANKSHAFTS

ZF REPAIRS
 S/AUTO GEARBOXES

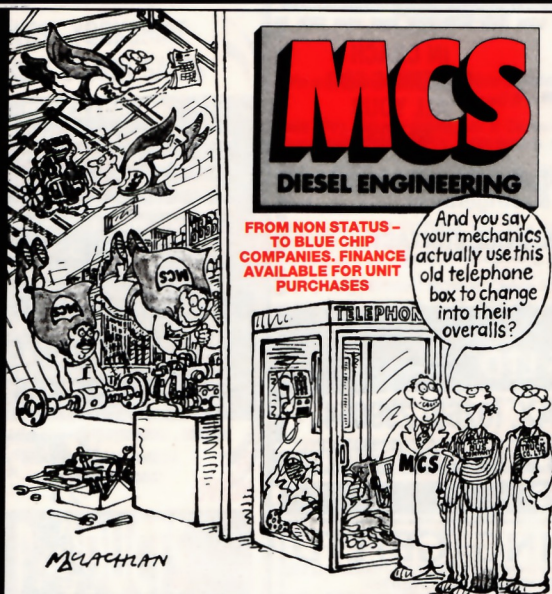
(30368/P/VEH)

0454 313805

LEYLAND AEC

BEDFORD DAF

MCS ENGINEERING
the speed to get you back on the road fast!



M.C.S. Diesel Engineering
 offer the Bus and Truck
 industry precision servicing
 with the speed to get you
 back on the road fast.
 With our competitive prices
 and guaranteed work.

Why not phone us for a quote?

Tel: 0202 661881 Fax: 0202 661889
3 Upton Road, Fleetsbridge, Poole BH17 7AA

Leyland • Tiger • Rockwell • Man • Daf • Mercedes • Ford
 Scania • Bova • Fuller • Spicer • Bedford • Volvo • ZF

- 1 year warranty on reconditioned units
- FREE delivery service within the U.K.
- Why not have your own unit overhauled?
- Cylinder Block/Heads, Crankshafts, Conrods, Pistons, Liners, Bearings & Gaskets

**Looking for a
 vehicle?
 Need a service?
 Find what you
 want with our
 classified index
 at the front
 of this section.**

0733 898111

SERVICES

0733 898111

COACH INSURANCE

THE WRIGHTSURE INSURANCE GROUP ATTENTION ALL COACH OPERATORS!!!

- ★ Need to replace your Prudential or MMI Policy? ★ Starting a new venture? ★ Looking to reduce your insurance costs? ★ Want to pay monthly? ★ Want your uninsured losses recovered? ★
★ Want your claims paid promptly? ★

**Looking for a competitive travel scheme that makes YOU money?
THEN CONTACT US TODAY**

With over 20 years experience we offer fast and friendly service.

62 MAIDSTONE ROAD, GRAYS, ESSEX RM17 6NF. TEL: 0375 378371 or 381681 FAX: 0375 390087

27 BOOKER AVENUE, LIVERPOOL L18 4QY. TEL: 051-724 2266 FAX: 051-724 6427



COACH INSURANCE

Fleet and single vehicle operators, Continental extensions

CONTACT:
LAWRIE INSURANCE CONSULTANTS LTD,
7 Cray Buildings,
Footscray High Street,
Siddcup,
Kent DA14 5HL
Tel: 081 302
7521 7522

(0272) 16/P/CIN

TRAINING

GLoucestershire CPC, 5 DAY GUARANTEED COURSES RSA recognised exam centre, also computer literacy courses. Accommodation available. CPC TUTORIALS. Tel: (0453) 832009 Fax: (0453) 835683. (34770/S/TRI)

TRIMMING

Plaxton Duple Moseley Optare

COACH RETRIMS

- Coach Seat Retrims
- Interior Trimming
- Floor Recovering
- Collection/Delivery
- Time Served Tradesmen

Prices from £1495

**KEVIN TRIMMERS
PETERBOROUGH
0733 238583**

Neoplan Van Hool Mercedes MAN

Blackpool Trimshops

£ £ £ £ £
PRICE BUSTERS
£ £ £ £ £
From
**£1,200 - Retrims
+ New Minibus Seats
Tel: 0253 - 766762**

(37130/S/TRI)

REPAIRS & RECOVERY

NOSTALGIABUS LTD ENGINEERING SERVICES

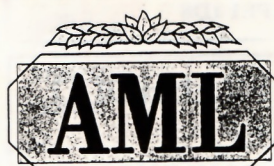
offer a full range of planned maintenance, MoT, Preparation repairs, rebuild etc.

Telephone: 081 640 6668
(South London/Surrey area)
(34779/S/R+R)

J. DUNSMORE RECOVERY

Scotland's largest Bus and Coach Dismantlers

Breaking all types of buses and coaches
Tel: (0698)
883203
(35700/S/R+R)



ENGINEERING

LAG SPECIALIST offering PSV Inspection, contract maintenance on all types of vehicles. Full maintenance facilities, MoT preparation and tests. Monthly inspections. All electrical repairs undertaken including radio/TV/video/coffee machines etc.

Contact:
AML ENGINEERING
Telephone: 081-570 9917
(31655/S/R+R)

EMERGENCY SERVICE

London Buslines Engineering

Special breakdown vehicle available

24-HOURS EMERGENCY RECOVERY

COMPLETE REPAIR SERVICE

TEL: 081-568 1736 Day

081-571 2233 after 7pm

MOBILE: 0831-455 145

FAX: 081-568 6925

(32780/S/EMG)

24 HOUR BREAKDOWN RECOVERY SERVICE

Covering
Scarborough, Teesside,
York Area -

MoT Preparation work

General maintenance
and repairs

T.J. Commercials

P.C.V. and
Commercial Specialists

Tel: (0947) 820570 (day)
(0947) 880086 (eve)

(31826/S/EMG)

PHONE FREE

To sell your Coach
or Bus, simply call
freephone number
0800 581885

The call will
cost you
nothing on

**MONDAY AND
TUESDAY
ONLY.**

EMERGENCY SERVICE

TRAINING

CPC NATIONAL & INTERNATIONAL COURSES

FREE COURSE BOOKS
FREE COURSE IF YOU
FAIL

FREE EXAM ENTRY
WRIGHTS TRAINING
SERVICES
0795 521054
(33375/S/TRI(A))

CPC

PROBABLY THE ONLY NOTES
UPDATED JULY 1993.

Video, Audio, Homestudy.
Revision days. Intensive courses
with free accommodation 0984
56310 (0273 515649 eves)

INSTANT CPC ANSWERS ON
AUDIO TAPE £10

Friendberry

TA4 3TP

CPC

NATIONAL & INTERNATIONAL

Full time courses 'flexi',
evenings and weekends to suit
YOUR Schedule

Contact: Reg Pain
TRANSPORT TRAINING
SERVICES

021-453 3215

A regular 100% pass rate

0733 898111

SERVICES

0733 898111

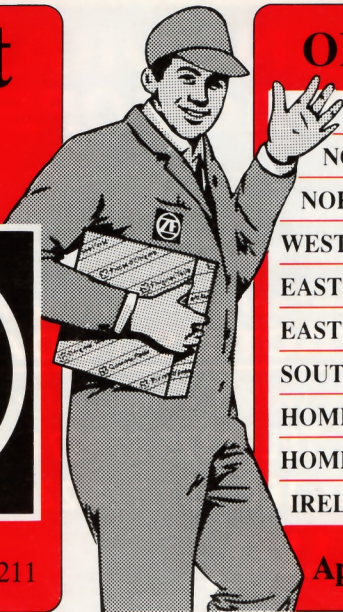
ENGINEERING BACK-UP

**Expect expert
attention,
every
time.**

Transmissions
Steerings
Axles



ZF Great Britain Limited · Tel 0602 869211



OFFICIAL ZF SERVICE DEALERS

SCOTLAND	Talbot Diesels (Scotland)	0236 451110
NORTH WEST	Driveline Specialists Ltd	061 794 0176
NORTH EAST	Hindle Auto Products Ltd	0274 732284
WEST MIDLANDS	Powertrain Products Ltd	0902 366000
EAST MIDLANDS	ZF Great Britain Ltd	0602 869211
EAST ANGLIA	Hindle Power	0733 334300
SOUTH WEST	Talbot Diesels Ltd	0272 380888
HOME COUNTIES - North	Talbot Diesels Ltd	0753 630306
HOME COUNTIES - South	Barber Motor Services	081 683 4259
IRELAND	Crosson Transport Group Ltd	010 35 31 8433003

Approved ZF ● Exchange Units ● Repairs ● Parts

COACH CONVERSIONS



Conversions

Try the new name in conversions!

Ford Transitfrom £2,500
Leyland DAFfrom £2,900
Renault Masterfrom £2,750

★★★★★

NEW VEHICLES

DAF 400 Hi Spec£16,950
Merc 609 Hi Spec£32,950
Merc 410 Hi Spec£22,950

Tel: Tony Walton
(0226) 730327
or (0302) 531924

(34763/S/CC)

UNCLASSIFIED

BUSINESS FOR SALE

COACH BUSINESS FOR SALE

Good substantial coach business for sale, owner retiring, established 67 years. Situated in Wiltshire, 9 coaches; freehold workshop and large yard. **Offers in region of £150,000** Only genuine enquirers with funds available please. **Contact 0249 782224**

(34732/UN/BFS)

BUS AND COACH BUSINESS FOR SALE North West Area

18 licences
Commercial and Subsidised Routes
School and maintenance contracts

Apply: Box No 34777
Coach & Bus Week
Wentworth House
Wentworth Street
Peterborough PE1 1DS

(34777/UN/BFS)

0733 898111

UNCLASSIFIED

0733 898111

BUSINESS FOR SALE

BUSINESS FOR SALE NORTH MANCHESTER AREA

Established over 50 years with ongoing contracts and private hire

3 National and International Licences

3 Vehicles – excellent specification.
Registrations G, H and K

Purpose built garage and workshop with additional land

Ill health forces reluctant sale

Genuine enquiries only with funds available for early completion.

Apply Box No. 34854, Coach & Bus Week
EMAP Response Publishing
Wentworth House, Wentworth Street,
Peterborough PE1 1DS

(34854/UN/BFS)

COACH DEPOT, FREEHOLD FOR SALE WORTHING, SUSSEX

Accommodation for 20 coaches, workshop, hardstanding, stores, restroom.

Enquiries 0903 217949

(34705/UN/BFS)

BUSINESS FOR SALE

WEST YORKSHIRE AREA

16 vehicle coach operations with 5 travel outlets.

Contract, Private Hire, Tours.
Building on own grounds with parking for 20 vehicles.

Further details including price, turnover, etc will be sent to genuine enquirers.

Apply to:

**Box No. 34733,
Wentworth House,
Wentworth Street,
Peterborough PE1 1DS**

(34733/UN/BFS)

BUSINESS OPPORTUNITIES

SMALL COACH OPERATING BUSINESS OR PARTNER REQUIRED IN SCOTLAND

PREMIER A TRAVEL

62 Kelvingrove Street
Glasgow G3

Tel: 041 332 3198

(34722/UN/BOP)

BUS AND COACH BUSINESS FOR SALE

18 licences
Commercial and Subsidised Routes
School and maintenance contracts

Apply: Box No 34777
Coach & Bus Week
Wentworth House
Wentworth Street
Peterborough PE1 1DS

(34777/UN/BFS)

Coach Hire Business For Sale

Long established,
5 international licences,
3 coaches, good contracts
and private hire,
owner retiring.
Price negotiable.
Genuine enquirers with funds available.

Tel: 021-784 3615

(34735/UN/BFS)

NEW FREE SERVICE!

Coach and Bus Week have introduced a new free service. To place your advertisement in our vehicles sales section, dial our freephone number **0800 898111**

(Monday and Tuesday)-
the call will cost nothing.
**SELLING YOUR VEHICLE
COULDN'T BE SIMPLER!**

Vehicle for sale?

0733 898111 UNCLASSIFIED 0733 898111

AUCTIONS

PICTURE COACH



1985/86 'C'
LEYLAND
HTI Coach 598
enc: 2,000 miles,
uncill.
£4,750
Tel: 0733 898111
(33171/LEPIC/CH)

Coach and Bus Week is the market place for vehicle sales in our industry. Week after week successful operators use Coach and Bus Week - because they know it works.

SEMI DISPLAY

G Reg
FORD TRANSIT
2.5i
16 high back seats,
luggage racks,
radio cassette PA
£12,750 + VAT ono
Tel. 0733 895111
(33632/MB)

Only £36 + VAT
Maximum 30 words

THREE WAYS TO A SUCCESSFUL SALE

STANDARD LINEAGE

1985 LEYLAND TIGER Duple Lazer
11, 53 seats, air door, semi-auto
box, V. Good condition, £24,000.
Contact Wingates Tours. Tel 0733
898111 (33258/LE)

Only 50p Per word
Minimum 25 words
£12.50 + VAT

Special Offer

Only £27 + VAT

These vehicles were successfully sold through
Coach and Bus Week - will yours be next?

1. Choose your advertisement style see above ▲

A STANDARD LINEAGE

B SEMI DISPLAY

Number of words ☐ = × 50p =£ + VAT Number of weeks ☐ = × £36 =£ + VAT

C PICTURE COACH

Number of weeks ☐ = × £27 =£ + VAT

2. What is the best classification for your advertisement?

Coach ☐
Bus ☐
Mini/Midi ☐
General ☐

3. ▼ Start advertisement here - one word per - minimum 25 words

PLEASE WRITE CLEARLY IN BLOCK CAPITALS

Your Name	
Company Name	
Address	
Postcode	Tel:

4. I enclose a cheque/postal order

for £

Payable to EMAP Business Publishing Ltd, or
please debit my Access/Visa card

No.

Expiry Date

Send to: Sally Hepburn, Coach and Bus Week Classified,
Wentworth House, Wentworth Street, Peterborough PE1

OR TEL: 0733 898111

THE WORLD'S LARGEST AUCTION GROUP



BUS AND COACH AUCTION

MANCHESTER-BELLE VUE
(A57) HYDE ROAD, BELLE VUE,
MANCHESTER M12 4RX

WEDNESDAY 28th JULY '93
12 noon

Approximately 100 various entries, the majority DIRECT
from Finance Companies, National/Local Tour and
Service Operators

PROMISED ENTRIES TO DATE INCLUDE:

EXECUTIVE/TOURING COACHES

- 1983 VOLVO B10M DUPLÉ, 47 seat executive, WC, PA, drinks machine, retarder, etc.
- 1984 (A) SCANIA K112 JONCKHEERE JUBILEE, 49 seat executive, WC, fridge, PA, drinks machine.
- 1983 (A) DAF MB2300 LAG GALAXY 53 seat executive, courier seat, plug door, PA.
- 1985 (B) MAN SR280 53 seat executive, highline, PA, air conditioning, courier seat.
- 2 x 1986 (C) MCW Hi Liner 48 seat executive.
- 1983 (Y) DAF MB200 PLAXTON PARAMOUNT 3200, 51 seat executive, Telma, continental door.
- 1988 (F) REEVE BURGESS, 30 seat coach, drinks machine.
- 1984 QUEST 80 PARAMOUNT 3200, 53 seat executive.
- 1985 (B) LEYLAND TIGER LAZER, 44 seat executive.
- 1982 BOVA EUROPA, 53 seat executive.
- 3 x 1982 BEDFORD YMT PLAXTON SUPREME, 53 seat executive.
- 1981 BEDFORD YMQ PLAXTON SUPREME.
- 1980 VOLVO B58 DUPLÉ DOMINANT 2, 50 seat executive.
- 1979 VOLVO B58 PLAXTON SUPREME, 53 seat.
- 1979 LEYLAND LEOPARD PLAXTON EXPRESS, 49 seat.
- 1979 FORD R1114 DUPLÉ DOMINANT, 53 seat.

MINIBUSES/MINICOACHES

- 1989 (G) MERCEDES 609D, 24 seat minicoach.
- 1989 (F) FORD TRANSIT, 17 seat PSV minibus.
- 4 x 1988 (F) FREIGHT ROVER CARLYLE MK11, 18 seat service bus.
- 4 x 1988 (E) IVECO 49.10 ROBIN HOOD, 19 seat automatic service buses.
- 4 x 1988 (E) FREIGHT ROVER CARLYLE MK11, 20 seat service buses.
- 1988 (F) RENAULT MASTER, 8 seater PSV coach.
- 1988 (E) TALBOT EXPRESS 16 seat minibus.
- 2 x 1987 (D) FREIGHT ROVER CARLYLE, 18 seater.
- 1986 (D) FREIGHT ROVER CARLYLE, 16 seater.
- 1986 (D) FORD TRANSIT, 14 seat PSV minicoach.
- 1986 (D) FREIGHT ROVER 350, 16 seat high roof minicoach.

DOUBLE DECK SERVICE BUSES

- 3 x 1977 LEYLAND ATLANTAN, 74 seaters.
- 1977 DAIMLER FLEETLINE, 68 seater.
- 1976 BRISTOL VRT, 74 seater.
- 3 x 1976 BRISTOL VRT, 76 seaters.
- 1972 LEYLAND ATLANTAN, 75 seater.

PLEASE NOTE: The above list represents a small selection of the PROMISED entry and as such are ALL SUBJECT TO ARRIVAL.

Further to this ad will be an updated insight available on
Fri 23rd July from 6pm from DIAL-A-FAX.

Bus and Coach DIAL-A-FAX: 0336 413753

Dial the above on your fax and press 'send'.

Calls charged at 36p per minute cheap rate and
48p per minute at all other times.

FURTHER ENTRIES EXPECTED and INVITED

ATTENTION: ALL NON ADT ACCOUNT CUSTOMERS!

All non-account customers must, WITHOUT EXCEPTION, lodge a minimum CASH or BANKERS DRAFT deposit of £500 or 10% of final bid price (whichever the greater) PER VEHICLE to the auctioneer's rostrum at the time of sale. Please telephone Mrs P. Moffat - cashier, for further information regarding payment enquiries prior to sale day.

FOR FURTHER INFORMATION BUYING OR SELLING CONTACT:

STEVE HOLT or JOHN CONNOLLY

TEL: 061 230 6000

Fax: 061 220 8079

(31763/UN/AUC)

ADT Auctions

0733 898111

UNCLASSIFIED

0733 898111

BUSINESS FOR SALE**FREEHOLD PROPERTY
FOR SALE
Manchester**

Executive offices and booking office,
total 1100 square feet.

Unique building on its own ground
with enclosed parking space
for 10 coaches/buses,
established 20 years.

24 hr unrestricted planning, a rare
opportunity, approx 2 miles
from City Centre.

Apply Box No. 34703,
Wentworth House, Wentworth Street,
Peterborough PE1 1DS

(34703/UN/BFS)

WORK WANTED

FREELANCE DRIVER available for
work, full continental and UK
touring experience. Tel. 0302
885838. (35793/UN/WW)

PSV DRIVER/COURIER, available
for work, experienced in Shuttle
and Continental Tour work, own
car + mobile telephone. Please
contact Lawrance Wilson on 0695
29723. (34736/UN/WW)

MISCELLANEOUS**LANCASTER CITY TRANSPORT**

22nd August 1993 is LCT's
last day of operation. Old
vehicles and open toppers on
Morecambe Promenade; LCT
sales stand; route tours and
special arrangements for late
night buses on two routes.
New video also for sale.

Also 20 vehicles available for
disposal from 22nd August.

Full details from
Lancaster City Transport

Heysham Road Bus Depot,
Morecambe LA3 1DD
(0524) 424555

(35929/UN/MISC)

APPOINTMENTS AND TENDERS**PHONE FREE**

To sell your Coach
or Bus, simply call
freephone number
0800 581885

The call will cost you
nothing on

**MONDAY AND
TUESDAY ONLY.**

Department of Engineering & Planning

Technician**£5,229 - £10,644**

Required in the busy Public Transport Team of the County Council to
help with publicity preparation and distribution, data collection and
other tasks.

You will possess GCSE at Grade C (or equivalent) in Mathematics
and English.

The ability to drive will be an advantage.

Job description and application form from Personnel Section,
Department of Engineering & Planning, County Hall, Spetchley
Road, Worcester. Tel: (0905) 766848.
Closing date 6th August 1993.

**Hereford and Worcester
County Council**

WORKING TOWARDS EQUALITY

COUNTY HALL,
DORCHESTER

£15,669 - £17,208

**DORSET COUNTY
SOCIAL
SERVICES**

CLOSING
DATE
6.8.93

(34872/A/A)

TRANSPORT OFFICER (OPERATIONS)

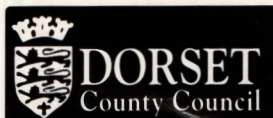
Operational Support Services

The Department is preparing to provide
transport services on a trading account
basis and a qualified person (eg ICSA,
DMS or equivalent) with at least three
years' successful experience of
managing staff and other resources is
required to undertake the day-to-day
management of the service.
Knowledge of legal and safety issues
relating to specially adapted transport
services would be an advantage.
Please telephone Julie Caswell on
(0305) 224593 for an informal
discussion.

Application forms returnable to and
further details available from The
Director of Social Services, County Hall,

Colliton Park, Dorchester, Dorset DT1
1XJ or by ringing Dorchester (0305)
224799 (24 hour answerphone service
including weekends).
Please quote reference SH0181.
Interview date: 2nd September 1993.

Dorset is committed to equal
opportunities.



Quality Services for local people

APPOINTMENTS AND TENDERS**ENGINEERING
DIRECTOR**

100 Bus/Coach Fleet

Responsibilities include:

- fleet maintenance
- employee management
- purchasing and stores
- premises maintenance
- health and safety

Salary c. £24K

For details apply in writing to:

Mr L Warneford
Managing Director
Grimsby-Cleethorpes Transport Co Ltd
Victoria Street
Grimsby
South Humberside DN31 1NS

(34731/A/A)

**INVITATION
FOR PLACEMENT
ON SHORT LIST OF TENDERERS****MULTI-OPERATOR TRAVEL TICKET**

Expressions of interest are sought from consultants wishing to be
placed on a short list of tenderers for the design and subsequent adminis-
tration of a new multi-operator travel ticket based in areas throughout
West Central Scotland. This ticketing product has the backing of the
vast majority of bus operators in the area and offers an exciting
opportunity and challenge to interested parties.

Those wishing to express interest in receiving further details, including tender
documents in due course, should write, by 17 August, in the first instance to:

Denis Noble, 13 Dock Street, CLYDEBANK G81 1LX

Details of experience in this area and any other relevant information
should be included.

(34870/A/A)

LANCASHIRE COUNTY COUNCIL**Provision of a Real-Time Bus Passenger
Information System in Blackburn**

Lancashire County Council are seeking expressions of
interest from suitably experienced companies to be placed
on a selective tender list for the provision of a real-time bus
passenger information system in Blackburn.

Companies must have previous experience in designing,
manufacturing and implementing a system which could
involve services provided by up to 60 buses and at 30 bus
stops at which real-time information will be provided.

To receive a brief outline of the scheme specification,
please contact Tim Gornall on Preston (0772) 264564 or
Tony Moreton on Preston (0772) 264587.

**Expressions of interest are to be returned by 6
August 1993.**

**County Surveyor and Bridgemaster, Lancashire
County Council, P.O. Box 9, Cross Street, Preston
PR1 8RD.**

Retirement for NCT md

DERRICK Deakin, managing director of Nottingham City Transport is to retire on August 31, after 25 years with the company.

Mr Deakin began his career with Manchester Corporation Transport followed by Cardiff City Transport before joining Nottingham in 1968.

He was appointed general manager in 1983 and became managing director when the company was privatised in 1986, overseeing the company's transition to the deregulated market.

Mr Deakin will be succeeded by **John Pope** who is currently director of operations with the company.

Mr Pope joined the bus industry as a senior management trainee with the National Bus

Company after graduating from Leeds University.

After an initial appointment with Maidstone and District Motor Services Ltd, he joined Oxford South Midland in 1976, becoming the chief traffic assistant.

In 1979 he joined the West Midlands Passenger Transport Executive, and by 1981 he was the operations manager at Wolverhampton.

In 1983 Mr Pope moved to Nottingham as deputy general manager and on company formation in 1986 became director of operations and deputy managing director.

Mr Deakin's retirement will be marked by a Civic Reception, which is to be organised by Nottingham City Council.

Awards for drivers

A TOTAL of 477 City Line drivers qualified for awards from the Road Operators Safety Council Safe Driving Competition. Top of the list were drivers Alan Walker of Winterstoke Road Depot and John Cahill of Lawrence Hill Depot, who have both completed a fantastic 23 years.

Mr Walker, 55, started his second stint with City Line in 1969 and has worked at Winterstoke Road depot ever since, driving the double deckers on routes 47, 48 and 49.

Mr Cahill, 49, who has worked for the company since 1961, started at the old Eastville depot and now works on the Tesco services from Lawrence Hill depot.

In addition, 28 drivers received the new diploma sponsored by Coach and Bus Week and Telma Retarder.

Sixteen drivers received a 10-year diploma, 10 drivers received a 15-year diploma and two drivers received a 20-year diploma.



Top City Line drivers Walker and Cahill

COACH AND BUS WEEK

**RECEIVE
YOUR
PERSONAL
COPY FOR
AS LITTLE
AS 70P
PER WEEK**

Length	Rate	Per Copy	Saving
1 Year	£45	£0.88	
2 Year	£80	£0.78	£10
3 Year	£110	£0.70	£25

I WISH TO SUBSCRIBE TO COACH AND BUS WEEK

Name: Job Title:
 Company:
 Address:
 Postcode: Tel No.

YOUR COMPANY DETAILS (please tick as appropriate)

1. Total no of employees _____

3. Fleet Size (please specify)

Bus _____
 Coach _____
 Other _____

5. Do you have responsibility for the

recommendation / purchase and / or
 specification of the following (Tick all that apply)

	Purch	Spec	Rec
Parts / Spares	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oil / Fuel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tyres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Breakdown / Recovery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insurance / Finance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel cards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. What is your company's main business function?

Bus Operator ☐
 Coach Operator ☐
 Local Government ☐
 Other (please specify) _____

4. What is your primary job function?

Owner / Director ☐
 Senior / General Manager ☐
 Engineering / Service Manager ☐
 Other (please specify) _____

PAYMENT (please tick as appropriate)

UK 1yrs' subscription £45 ☐

2 yrs' subscription £80 ☐

3yrs' subscription £110 ☐

Europe / Eire 1yrs' subscription £85 ☐

Airmail 1 yrs' subscription £115 ☐

By Cheque: I enclose a cheque for £..... made payable to EMAP Business Publishing Ltd.

By Credit Card: I authorise you to debit my Mastercard / VISA / DINERS Club / AMEX card no.



for the amount of £..... Expiry date: / /

Address:

Postcode: Tel No.

Signed: Date:

**RETURN TO: CHRISTINE HESTER
 FREEPOST.
 EMAP RESPONSE PUBLISHING,
 WENTWORTH HOUSE,
 WENTWORTH STREET
 PETERBOROUGH
 PE1 1BR**

CMH 2

YEATES

Just Arrived!!

**NEW unregistered Volvo B10M G.L.
Jonckheere Deauville Luxury Coaches:-**

Choice of 51 Vogel 3000 reclining seats
with rear sunken toilet

or

49/53 Vogel 3000 reclining seats
with central demountable toilet

plus many more extras.

**Prices from as little as
£2145 + VAT per month.**

Limited number available.

So call us Today

**operational lease subject to status*

YEATES BUS & COACH LTD

VOLVO

Caetano
OPTIMO

**Loughborough
Leics LE11 0HP**

Phone: 0509 217777

Fax: 0509 239362

PLAXTON
Coach & Bus



JONCKHEERE